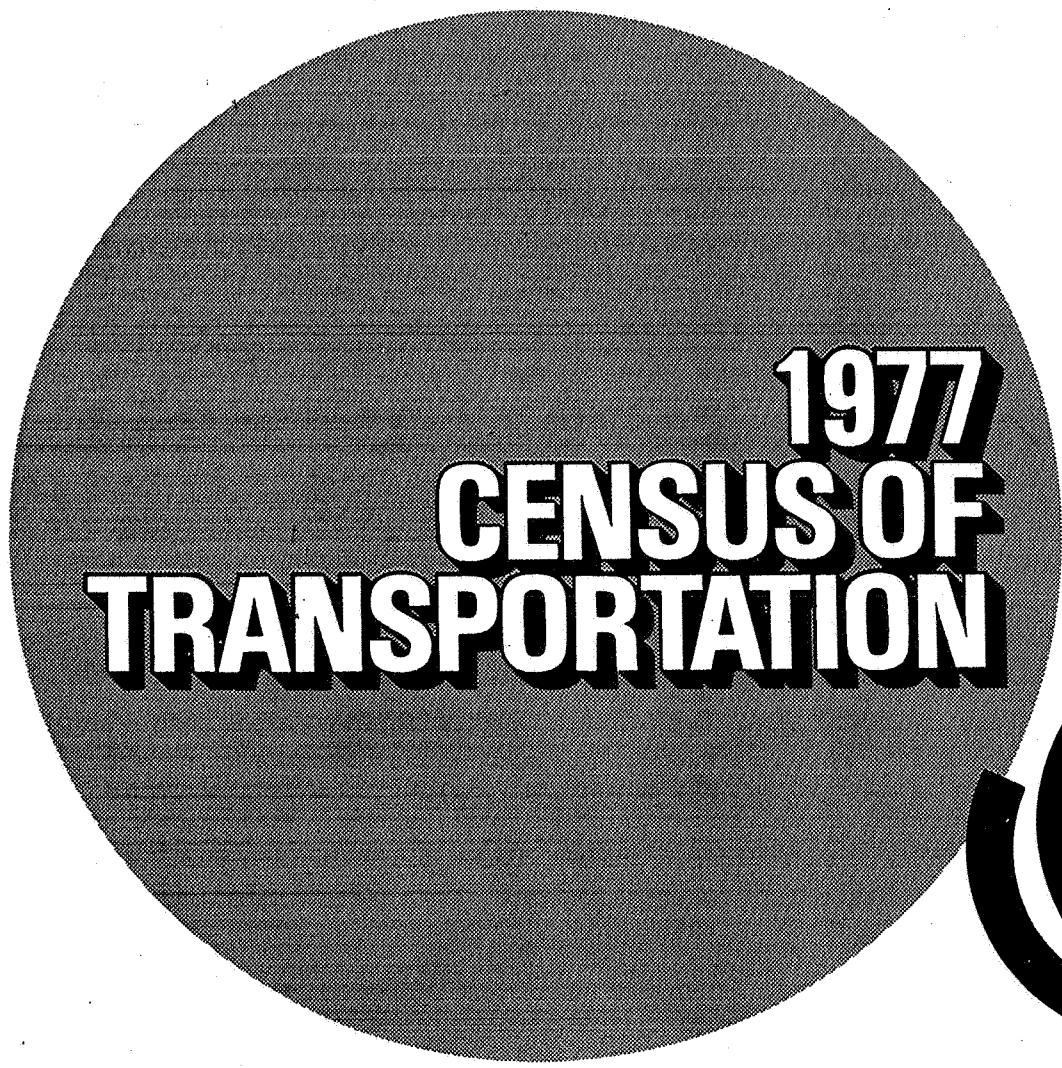
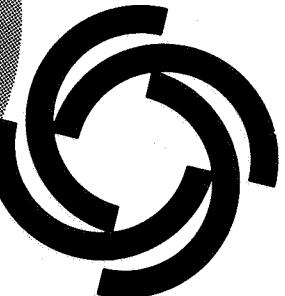
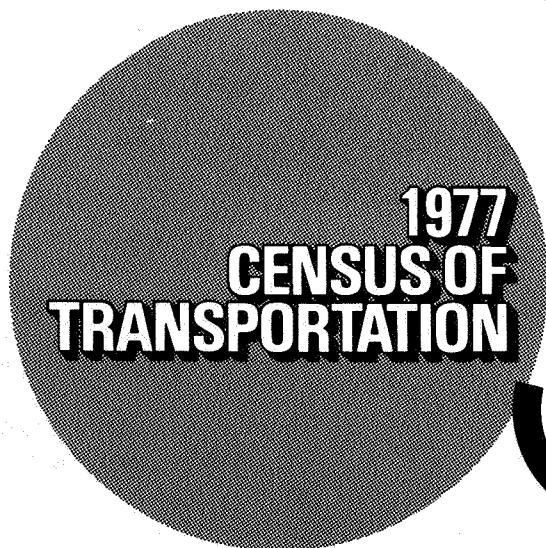


Truck Inventory and Use Survey

*JP*

**New Mexico**





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## Truck Inventory and Use Survey

# New Mexico



**U.S. Department of Commerce**

Juanita M. Kreps, Secretary  
Courtenay M. Slater,  
Chief Economist

**BUREAU OF THE CENSUS**

Daniel B. Levine,  
Acting Director



## BUREAU OF THE CENSUS Daniel B. Levine, Acting Director

Daniel B. Levine, Deputy Director

Shirley Kallek, Associate Director for  
Economic Fields

Richard B. Quanrud, Assistant Director for  
Economic and Agriculture Censuses

## ECONOMIC SURVEYS DIVISION Roger Bugenhagen, Chief

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Planning and implementing this report were under the direction of Robert Torene, Chief, Transportation Branch, with primary staff assistance by Carmen Campbell, Joseph K. Tintera, Timothy P. Smith, H. Laverne Smith, and Evelyn S. Davis. Computer programs were developed under the general supervision of Andrew L. Greco, Assistant Division Chief for Data Processing. Charles A. Venters, Chief, Economic Programming Branch, assisted by James L. Kirk, Michael L. Wilson, and Frank Frederick, was primarily responsible for planning and implementing the programs. Quality control and sample design were under the direction of Joel W. Richardson, Chief, Methods and Research Staff, with primary staff assistance by Alan Tupek and Edwin L. Robison. Data input procedures were developed by Leonard M. Tauber and John F. Mazzullo. Processing and computer coordination were performed by Dorcas Dupree and Peter T. Bruno.

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## INTRODUCTION

### **HISTORY OF THE ECONOMIC CENSUSES**

The economic censuses are comprehensive and periodic canvasses of the Nation's industrial and business activities. Taken by the Census Bureau, a part of the U.S. Department of Commerce, the censuses provide a detailed statistical profile of a large segment of the national economy.

The first economic census of the United States was conducted as part of the 1810 decennial census, when inquiries on manufacturing were included with the census of population. All other decennial censuses through 1900, except in 1830, contained questions on manufacturing. In 1904 the quinquennial census of manufacturing began. Although some distributive trade data were collected in the decennial census of 1840, the first census of business was taken in 1929. It covered only retail and wholesale trades, but beginning with the second business census in 1933 and in succeeding censuses various services also have been included. The censuses were taken at varying intervals until 1954, when an integrated economic census program was begun covering the retail and wholesale trades, selected service industries, manufactures, and minerals industries. The 1963 Economic Censuses were expanded to include transportation and commercial fisheries. Beginning with the 1967 censuses, Congress authorized the economic censuses to be taken at 5-year intervals covering years ending in "2" and "7".

### **USES OF THE ECONOMIC CENSUSES**

The economic censuses are the primary source of facts about the structure and functioning of the economy and, therefore, provide information essential for both government and business. The censuses furnish an important part of the framework for such composite measures as the national accounts. In forecasting and planning, they are especially useful in analyzing the national product in terms of the transactions that determine its size and composition. The economic censuses also provide weights and benchmarks for indexes of industrial production, productivity, and price, all of which are essential for understanding current economic developments.

Manufacturers and distributors make widespread use of the economic censuses in establishing measures of their potential markets by areas, kinds of businesses, and kinds of products. Management in various industries and trades get facts from them for use in economic or sales forecasting, analyzing sales performance, laying out sales territories, allocating advertising budgets, and locating plants, warehouses, and stores. Trade organizations use census statistics for insight into changes in the structure of industry. State and local governments use the

geographic detail that describes the patterns of economic change in individual communities.

Following every census, reports are purchased by thousands of businesses and other uses; likewise, census facts are widely disseminated by trade associations, business journals, and the daily press. Volumes containing census statistics are available in most major public and college libraries.

### **AUTHORITY AND SCOPE OF THE ECONOMIC CENSUSES**

The economic censuses are required by law under title 13 of the United States Code, sections 131, 191, and 224, which direct that they be taken at 5-year intervals. The 1977 Economic Censuses covered manufacturing, mining and quarrying, construction industries, retail trade, wholesale trade, service industries, and selected transportation activities. The next economic censuses are scheduled to be taken in 1983 covering the year 1982.

### **CENSUS OF TRANSPORTATION**

The 1977 Census of Transportation consists of four surveys:

1. Truck Inventory and Use.
2. National Travel.
3. Commodity Transportation.
4. Nonregulated Motor Carriers and Public Warehousing.

These surveys were previously taken in 1963, 1967, and 1972.

### **TRUCK INVENTORY AND USE SURVEY**

The Truck Inventory and Use Survey provides data on the physical and operational characteristics of the Nation's truck population. It is based on a probability sample of private and commercial trucks registered (or licensed) in the State during 1977.<sup>1</sup>

Vehicles owned by Federal, State, and local governments, as well as ambulances, buses, and motor homes, were eliminated from the sample before questionnaires were mailed. Various other vehicles which were actually surveyed were subsequently classified as "out-of-scope": Trucks sold prior to 1977, farm tractors, open jeep models, unpowered trailer units, trucks reported to have been junked or wrecked prior to the registration year, etc. For the first time, however, certain small utility-type vehicles built on pickup and van chassis were

<sup>1</sup> Because of variances in registration procedures, Oklahoma's sample was drawn from 1978 registrations.

included in the sample. Many States allow pickups and small vans to be registered as cars or trucks; therefore, the passenger car files were searched and any such trucks were included in the sample universe. Some privately or commercially owned vehicles do not have to be licensed, such as "off-highway" trucks used exclusively on private property, and since they had no chance of being drawn in the sample, they are not covered in the survey.

## TOTAL TRUCK INVENTORY

The estimated number of trucks that were within the scope of the TIU Survey and registered in the State as of July 1, 1977, was 270.0 thousand.

This estimate serves as the benchmark to which the survey results were adjusted to produce the more detailed estimates contained in this report. It was developed through a review of the characteristics of each vehicle registered in the State.

All previous TIU surveys were benchmarked to Federal Highway Administration (FHWA) totals of private and commercial truck registrations as reported in Highway Statistics, table MV-1. These FHWA estimates are based on calendar year summary reports from the individual States that reflect differences in truck definitions used by the States for vehicle registration.

The FHWA estimate of the number of private and commercial trucks registered in the State as of December 31, 1977, was 297.8 thousand.

## COMPARABILITY WITH PREVIOUS SURVEYS

Although the basic purpose and scope of the previous TIU surveys were essentially identical to this one, some changes were introduced in 1977 that may affect all the data in this report or just specific items.

### 1977 changes affecting all the data

1. The estimates developed for the total inventory for a State are no longer adjusted by the FHWA data. For 1977, the universe estimates represent the base from which the sample was drawn (see Total Truck Inventory).
2. The item-by-item computer edit was extended to perform various consistency checks between data entries in an effort to identify and correct major errors and/or contradictions in reporting.
3. Stratification was based upon "small" vs. "large" trucks (body type) rather than "light" vs. "heavy" trucks (registered weight) as in previous surveys. The sample was reallocated among the States with an increase in total sample size of 4 percent. Random sampling replaced the systematic sampling of the 1972 survey.

### 1977 changes affecting specific items<sup>1</sup>

1. Item 4, Lease characteristics—Additional questions were asked concerning any lessee of the sampled truck and the nature of the lease or rental agreement.

2. Item 5, Classification of operator—Respondents were asked to classify their operations according to "not for hire" (either a private individual or a business transporting its own goods or services) or "for hire" (interstate or intrastate carriers).
3. Item 6, Major use of the truck or combination—Wholesale and retail trades were made separate items and an entry for daily rental/short term lease operations was added.
4. Item 7, Products carried—Trucks used for personal transportation, as craftsman's vehicles, or with special equipment (cranes, winches, etc.) each had their own entry; in 1972 they were treated collectively. Respondents were also asked to identify a secondary product carried, if any.
5. Item 8, Hazardous materials—This item was added to determine the extent of hazardous materials (as defined by Federal regulations) being transported in the Nation.
6. Item 9, Base of operation, and Item 11, Area of operation—Both items were expanded to provide more precise information concerning the percentage of miles traveled within the State where the sampled truck was based and the range of that travel. In addition to "local" and "over-the-road," an "off-the-road" category was included.
7. Item 12, Vehicle miles and miles per gallon—For the first time, an effort was made to determine fuel efficiency figures for trucks in addition to annual and lifetime miles.
8. Item 13, Maintenance—Specific examples of "major maintenance" were listed along with the previous question on where such maintenance was performed.
9. Item 15-20, Various physical characteristics—In an effort to get a more detailed picture of each sampled truck, several new questions were added covering number of cylinders, cubic inch displacement, horsepower rating, type of transmission and braking system, fuel conservation equipment, etc.
10. Item 21, Type and size of body—Boat transports and mobile home pullers were added to the list and lowboys were made a separate category (rather than being included with other platforms). Garbage haulers and cement mixers were given subgroups according to the various models generally in use.
11. Item 25, Cab type—This item was expanded to five of the most common cab types. It also inquired whether the sampled cab contained a sleeping unit.

## EXPLANATION OF TERMS

**Vehicle size**—The size classification is based on the gross vehicle weight (empty weight of the vehicle plus the maximum carried load) at which the vehicle operated during the past 12 months. The four size classes are:

1. Light—Gross vehicle weight of 10,000 pounds or less.
2. Medium—Gross vehicle weight of 10,001 to 19,500.
3. Light-heavy—Gross vehicle weight of 19,501 to 26,000.
4. Heavy-heavy—Gross vehicle weight of 26,001 pounds or more.

<sup>1</sup> See report form TC-200 reproduced in appendix A for specific information requested for each truck in sample.

**Operator classification**—This item consists of two major categories, not for hire and for hire:

**Not for hire**—Includes a private owner or a company which transports its own materials or merchandise.

**For hire**

1. Interstate, exempt carrier, includes those operators who are not required to have an I.C.C. certificate because they transport only exempt commodities or operate in an exempt zone.
2. Interstate, I.C.C. certified contract carrier, includes those operators who carry the goods of someone other than the vehicle owner by individual contract or agreement.
3. Interstate, I.C.C. certified common carrier, includes those operators who offer service to the general public, usually operating a regularly scheduled service between established terminals over a more or less regular route.
4. Intrastate, Local cartage, includes those operators who travel only within the State of registration or are engaged in local cartage.
5. Daily rental includes those operators who offer short term truck rental or leasing without a driver. (This category was created during the data processing of the survey forms. Respondents who checked "daily rental or short term lease" under the "major use" item were assigned "daily rental" under "classification of operator.")

**Major use**—This item is based on the answer to the question, "How was the vehicle mostly used during the past 12 months?" (see item 6 of the survey form in appendix A). Each of the 12 specific major use categories conforms to the generally accepted meaning of the terms. Responses to the "Other" category were recoded to one of the 12 specific categories if possible. The following are frequent "Other" responses which were recoded.

1. House moving was recoded to "For hire transportation."
2. Trucks used in conjunction with railroads were recoded to "For hire transportation."
3. Armored car services were recoded to "Services."
4. Commercial fishing was recoded to "Agriculture."
5. Oilfield services were recoded to "Mining and quarrying."
6. Certain specialized activities commonly thought of as services, such as plumbing, painting, plastering, carpentry, and electrical work, were recoded to "Construction."

U.S. mail service, United Parcel Service delivery, antique trucks, and yard tractors were left in "Other."

The category "Not in Use" in the tables includes vehicles which, though licensed, were not used during the survey year, and those vehicles which were wrecked during the entire year.

**Products carried**—This item includes broad classifications of agricultural, manufacturing, and mineral products, as well as special categories of materials carried by trucks. Responses to the "Other" category were recoded to one of the 22 specific categories if possible. The following are frequent "Other" responses which were recoded:

1. Crews of workers and their tools were recoded to "Craftsman's vehicle."

2. Flowers, trees, shrubs, etc., were recoded to "Farm products."

3. Animal by-products were recoded to "Scrap, refuse, or garbage."

4. Clay was recoded to "Mining products."

5. Auto parts (including tires) were recoded to "Transportation equipment."

Dirt, sporting goods, caskets, unspecified fiber glass products, house moving, and manufactured plastic products were left in "Other."

**Hazardous materials**—This category was designed to identify those trucks which regularly transport hazardous materials in quantities large enough to require a placard under the Code of Federal Regulations, Title 49, Transportation.

**Truck fleet size**—The size of the truck fleet is based on the number of trucks operated by a truck owner from a single "base of operation" (see item 9 of the survey form in appendix A). The fleet located at the "base of operation" is an operational unit and is necessarily smaller than the total fleet that an owner has if he operates from more than one base. The data shown in the "Truck Fleet Size" section of the tables are based on the number of trucks found in fleets of specified size and not the number of fleets. (If item 10 of the survey form was unanswered, the vehicle was assumed to be in a fleet of one, classified in accordance with the reported vehicle type.)

**Range of operation**—The area in which the vehicle usually operates is classified as one of the following:

1. Local—Mostly in the local area, i.e., in or around the city and suburbs, or within a short distance of the farm, factory, mine, or other place where the vehicle is stationed.
2. Short range—Mostly over the road (beyond the local area), but usually not more than 200 miles one way to the most distant stop from the place where the vehicle is stationed.
3. Long range—Mostly over the road, usually more than 200 miles one way to the most distant stop from the place where the vehicle is stationed.
4. Off-the-road—Mostly off the road operation (usually associated with construction and farming).

**Body type**—This category includes the type of body that is either permanently attached to the power unit (i.e., straight truck) or most frequently used with a truck tractor as a tractor-trailer combination. Entries in the "Other" category were recoded if possible to a specific category. Those vehicles remaining in the "Other" category included yard tractors and truck tractors used in house moving.

**Annual miles**—Respondents were asked to report the total number of miles the truck was driven during the past 12 months. If the vehicle had less than 1 year's use, the respondent was asked to estimate the probable miles for a full year. If there was no response to the item, the annual miles were estimated (based on lifetime miles, length of time the vehicle was owned, body type, area of operation, vehicle type, and fuel type).

## SAMPLE DESIGN

The Truck Inventory and Use Survey (at the national level) was based on a stratified probability sample of about 117,000 trucks drawn from an estimated universe of approximately 28 million current registrations on file with motor vehicle departments in the 50 States and the District of Columbia.

The first stratification was at the State level based on the total number of trucks registered annually. There were three major strata:

1. Large States—over 1.5 million trucks.

2. Medium States—700,000 to 1.5 million trucks.

3. Small States—Less than 700,000 trucks.

The second stratification was based on body type. Each State was stratified into "small" trucks and "large" trucks. The "small" truck stratum consisted of pickups, panel trucks, vans, multi-stops, and walk-ins with a gross vehicle weight of 14,000 pounds or less. All other vehicles were classified as "large." Within each stratum, a random sample of vehicles was selected.

The allocation of the sample within the States was based on setting levels which would produce the best estimates in a published category. From previous experience, it was determined that a level sample of 600 trucks from the small truck stratum would be sufficient in every State except California, Texas, and the District of Columbia.

In the large truck stratum, a differential sampling rate was employed based on the percentage of large trucks in the State. In the two largest States, 3,000 large trucks were sampled. In the medium States, 2,200 were sampled. The other States had large truck sample sizes of 2,000, 1,600, or 1,200 depending upon the percentage of large trucks in each State's truck population. A total of 900 large trucks were sampled from the District of Columbia. Specific target sample sizes by State are listed below.

## SURVEY METHOD

Report Form TC-200 was mailed to owners of those trucks selected for the 1977 TIU sample. The owner was asked to respond only for the vehicle identified by license number in item 1 of the report form, whether or not he or she was still the owner. Item 1 data (make, year model, registered weight, license number, vehicle identification number) were imprinted on the form from the State registration records. The returned

questionnaires were manually edited and coded. The information received was data-keyed and processed through an extensive computer edit. Reports which contained questionable responses were referred and corrected if necessary. Estimates of the number of trucks with each characteristic were obtained by expanding the sampled units to the State truck population level.

## RELIABILITY OF ESTIMATES

The figures shown in this report are estimated from a sample and will differ from the figures which would have been obtained from a complete census. Two types of possible errors are associated with estimates based on data from sample surveys: Sampling errors and nonsampling errors. The accuracy of a survey result depends not only on the sampling errors and nonsampling errors measured, but also on the nonsampling errors not explicitly measured.

For particular estimates, the total error may considerably exceed the standard errors shown. The following is a description of the sampling and nonsampling errors associated with the estimates made from the sample selected for the 1977 Truck Inventory and Use Survey.

**Sampling errors**—The particular sample used in this survey is one of a large number of all possible samples of the same size that could have been selected using the same sample design. Estimates derived from the different samples would differ from each other. The standard error or sampling error is a measure of the variation among the estimates from all possible samples.

The standard errors presented in the tables estimate the sampling variability and thus measure the precision with which the estimate from the particular sample selected for this survey approximates the average result of all possible samples. As derived, the estimated standard errors include part of the effect of the nonsampling errors.

Sampling errors in these tables are given in absolute terms. For example, if an estimate is in units of thousands then the estimated standard error is given in units of thousands. Except for table 2, estimated standard errors are given only for the top row of estimates and the left column of estimates. The procedure for approximating the standard errors for the other estimates is covered in appendix B.

The sample estimate and an estimate of its standard error can be used to construct interval estimates with a prescribed confidence that the interval includes the average result of all

Trucks in target sample

Trucks in target sample					
	Total	Total	Per State		
				Large	Small
Large States .....	8,000	4,000	3,000	1,000	
Medium States ...	28,000	2,800	2,200	600	
Small States .....	10,400	2,600	2,000	600	
	41,800	2,200	1,600	600	
	27,000	1,800	1,200	600	
	1,200	1,200	900	300	

States in strata

- 2—Calif., Tex.
- 10—Fla., Ga., Ill., Ind., Mich., Mo., N.Y., Ohio, Okla., Pa.
- 4—N.J., N.C., N. Dak., Oreg.
- 19—Ala., Conn., Del., Hawaii, Iowa, Kans., Ky., La., Md., Mass., Minn., Mont., Neb., N.H., R.I., S.C., S. Dak., Wyo., Va.
- 15—Alaska, Ark., Ariz., Colo., Idaho, Maine, Miss., Nev., N. Mex., Tenn., Utah, Vt., Wash., Wis., W. Va.
- 1—D.C.

samples. To illustrate, if all possible samples were surveyed under essentially the same conditions, and an estimate and its estimated standard error were calculated from each sample, then:

1. Approximately 68 percent of the intervals from one standard error below the estimate to one standard error above the estimate would include the average value of all possible samples.
2. Approximately 90 percent of the intervals from 1.6 standard errors below the estimate to 1.6 standard errors above the estimate would include the average value of all possible samples.
3. Approximately 95 percent of the intervals from two standard errors below the estimate to two standard errors above the estimate would include the average value of all possible samples.

*Example—The estimated number of pickup trucks in construction for a State is 15.0 thousand with a standard error of 2.0 thousand. An approximate 90 percent confidence interval (plus or minus 1.6 standard errors) is from 11.8 thousand trucks to 18.2 thousand trucks.*

Other types of estimates may be derived from these tables, such as the difference, sum, or ratio of two estimates, or the expression of a published figure as a percent. The procedure for approximating the standard error of these estimates is covered in appendix C.

**Nonsampling errors**—All surveys and censuses are subject to nonsampling errors. Nonsampling errors can be attributed to many sources: Inability to obtain responses from all cases in the sample, inability or unwillingness on the part of respondents to provide correct information, imputation for item nonresponse, response errors and bias, mistakes in recording or keying data, errors of collection or processing, difficulty interpreting questions, and coverage problems due to differing registration practices and implementation in some of the States. In addition to response errors, some degree of response variability is introduced when respondents estimate values.

Explicit measures of the effects of these nonsampling errors

are not available. However, it is believed that most of the important operational and response errors were detected and corrected through a systematic clerical edit and an automated data edit designed to review the data for reasonableness and consistency. Quality control techniques were used to verify that operating procedures were carried out as specified.

Nearly all types of nonsampling errors that affect this survey would also occur in a complete census. Since surveys are conducted on a smaller scale than censuses, nonsampling errors can be controlled more tightly. Relatively more funds and effort can be expended toward eliciting responses, detecting and correcting response error, and reducing processing errors. As a result, survey results can often be more accurate than census results.

Ninety percent of the questionnaires were returned, with item response rates in excess of 95 percent for most of the major questions. For most estimates in these tables, total nonresponse is handled by allocating the unreturned questionnaires in proportion to the respondents. For each category in the tables, the item nonresponse (respondents not answering the item on the questionnaires) is given on a separate line. For example, respondents who did not indicate the major use of their truck are included in the "Not reported" category. The number given represents the number of trucks not allocated to a particular major use. Users should exercise caution in allocating these trucks to the major uses, since the characteristics of item nonrespondents may differ significantly from those of the respondents.

For some questions, a response was generated to fill a blank on the questionnaire. If annual miles and/or lifetime miles were not given, data were always imputed. When only the annual miles were not given they were imputed based on the reported lifetime miles and the age of the vehicle. When only the lifetime miles were not given, they were imputed based on the reported annual miles and the age of the vehicle. If both questions were left blank, the characteristics used to aid in imputation were body type, age of vehicle, vehicle size, and engine type. Engine characteristics and body characteristics were frequently determined through analysis of the vehicle identification number (VIN). Any biases introduced by the imputation and correction procedures are small compared to the standard errors involved.

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Table 1. Trucks—Comparative Summary: 1963, 1967, 1972, and 1977

(PERCENT)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	1963	1967	1972	1977	VEHICULAR AND OPERATIONAL CHARACTERISTICS	1963	1967	1972	1977
TOTAL TRUCKS.....	100.0	100.0	100.0	100.0	YEAR MODEL				
MAJOR USE					1 TO 2 YEARS OLD.....	15.8	13.7	12.5	12.3
AGRICULTURE.....	21.0	15.1	18.1	14.4	3 TO 4 YEARS OLD.....	13.3	19.8	19.4	16.7
FORESTRY AND LUMBERING.....	-	-	-	.4	OVER 4 YEARS OLD.....	70.9	66.5	68.1	70.9
MINING AND QUARRYING.....	-	1.3	.5	1.8	VEHICLE ACQUISITION				
CONSTRUCTION.....	6.5	7.2	6.0	5.1	PURCHASED NEW.....	*	46.3	42.7	44.1
MANUFACTURING.....	1.1	-	.7	.3	PURCHASED USED.....	*	51.9	55.2	55.2
WHOLESALE AND RETAIL TRADE.....	9.4	7.3	4.6	5.9	LEASED FROM SOMEONE AND NOT REPORTED.....	*	1.8	2.2	.9
FOR HIRE TRANSPORTATION.....	4.0	1.1	1.7	.6	TRUCK FLEET SIZE				
UTILITIES AND SERVICES.....	7.2	5.7	7.0	5.6	1.....	80.1	62.7	71.0	76.3
PERSONAL TRANSPORTATION.....	47.2	56.6	57.9	64.6	2 TO 5.....	8.3	15.2	18.3	16.6
OTHER.....	3.6	5.7	3.6	1.3	6 TO 19.....	7.9	5.0	5.5	5.7
BODY TYPE					20 OR MORE.....	3.7	4.0	5.2	3.4
PICKUP, PANEL, MULTI-STOP, OR WALK-IN <sup>1</sup>	76.9	84.4	87.0	93.9	NOT REPORTED.....	-	13.1	-	-
PLATFORM AND CATTLERACK.....	12.3	7.3	6.7	2.7	TRUCK TYPE <sup>4</sup>				
VAN <sup>2</sup> .....	3.9	1.2	1.4	.7	SINGLE-UNIT TRUCKS.....	*	83.6	97.9	98.8
UTILITY.....	-	-	-	.2	2 AXLES.....	*	74.1	96.4	97.8
POLE OR LOGGING.....	-	-	-	-	3 AXLES.....	*	9.5	1.4	1.0
DUMP.....	2.2	1.2	.9	.7	TRUCK-TRACTOR COMBINATIONS.....	*	16.4	2.1	1.0
TANK FOR LIQUIDS OR DRY BULK.....	3.7	2.0	1.1	.9	3 AXLES.....	*	4.0	.7	.1
OTHER.....	.8	3.9	3.0	.8	4 AXLES.....	*	5.0	.5	.2
VEHICLE SIZE					5 AXLES OR MORE.....	*	7.4	.9	.7
LIGHT.....	79.5	88.6	83.9	92.7	RANGE OF OPERATION <sup>5</sup>				
MEDIUM.....	5.1	5.3	11.1	3.1	LOCAL.....	64.2	65.5	76.6	78.7
LIGHT-HEAVY.....	8.1	2.6	2.1	1.9	SHORT RANGE (200 MILES OR LESS).....	12.3	23.9	13.2	11.7
HEAVY-HEAVY.....	7.3	3.5	2.9	2.2	LONG RANGE (MORE THAN 200 MILES).....	23.5	3.1	1.4	1.8
ANNUAL MILES <sup>3</sup>					OFF-THE-ROAD AND NOT REPORTED.....	23.5	7.5	8.8	7.5
LESS THAN 5,000.....	20.1	257.3	23.0	28.2	FUEL TYPE <sup>4</sup>				
5,000 TO 9,999.....	24.3	{	31.3	23.1	GASOLINE.....	95.5	80.0	88.9	97.7
10,000 TO 19,999.....	21.5	28.8	32.1	36.0	DIESEL AND LPG.....	3.0	14.5	2.0	2.2
20,000 TO 29,999.....	8.0	7.3	8.4	8.3	NOT REPORTED.....	1.5	5.5	9.1	-
30,000 MILES OR MORE.....	26.1	6.6	5.2	4.1					

NOTE: PERCENTS MAY NOT ADD TO TOTALS BECAUSE OF ROUNDING.

\* NOT COLLECTED. - ESTIMATE IS LESS THAN 0.1 PERCENT.

<sup>1</sup>VANS SIMILAR TO PANEL TRUCKS ARE INCLUDED IN PICKUP, PANEL, MULTI-STOP, OR WALK-IN.<sup>2</sup>FOR 1967, 1972, AND 1977 SURVEYS, ANNUAL MILES WERE IMPUTED IF NOT REPORTED.<sup>3</sup>FOR 1967 SURVEY, DATA WERE PRESENTED FOR "LESS THAN 6,000 MILES" (30.2 PERCENT) AND "6,000 TO 9,999 MILES" (27.1 PERCENT).<sup>4</sup>FOR 1967, DATA DO NOT INCLUDE PANELS AND PICKUPS.

Table 2. Trucks, Truck Miles, and Average Annual Miles: 1977

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TRUCKS AND TRUCK MILES <sup>1</sup>						TRUCKS AND TRUCK MILES, EXCLUDING PICKUPS, PANELS, AND WALK-INS <sup>1</sup>					
	TRUCKS (THOU- SANDS)	STANDARD ERROR (THOU- SANDS)	TRUCK MILES (MIL- LIONS)	STANDARD ERROR (MIL- LIONS)	AVER- AGE MILES PER TRUCK (THOU- SANDS)	STAN- DARD ERROR (THOU- SANDS)	TRUCKS (THOU- SANDS)	STAN- DARD ERROR (THOU- SANDS)	TRUCK MILES (MIL- LIONS)	STAN- DARD ERROR (MIL- LIONS)	AVER- AGE MILES PER TRUCK (THOU- SANDS)	STAN- DARD ERROR (THOU- SANDS)
TOTAL TRUCKS . . . . .	270.0	-	2,800.2	104.4	10.4	.4	16.4	.5	199.1	8.8	12.1	.6
MAJOR USE												
AGRICULTURE . . . . .	39.0	3.9	465.8	64.6	11.9	1.1	3.5	.2	27.6	4.6	7.9	1.2
FORESTRY AND LUMBERING . . . . .	1.2	.7	26.0	20.2	21.4	11.1	.2	.1	4.9	2.2	23.5	8.1
MINING AND QUARRYING . . . . .	4.9	1.3	135.4	59.3	27.6	8.2	1.3	.1	17.0	3.1	12.8	1.8
CONSTRUCTION . . . . .	13.9	2.3	187.9	46.6	13.5	2.4	3.2	.2	32.4	3.6	10.2	.9
MANUFACTURING . . . . .	.9	.5	8.5	5.1	9.4	.3	.1	.1	2.3	.7	6.7	1.2
WHOLESALE TRADE . . . . .	6.6	1.5	112.4	26.0	17.0	2.4	1.9	.2	46.7	6.3	24.9	2.4
RETAIL TRADE . . . . .	9.2	1.9	96.0	21.2	10.4	1.2	2.0	.5	22.8	4.4	11.5	3.3
FOR HIRE TRANSPORTATION . . . . .	1.7	.5	30.7	8.5	18.4	.7	1.1	.1	22.3	2.7	19.7	-
UTILITIES . . . . .	3.7	1.2	69.7	29.1	18.9	3.5	.7	.1	4.7	1.1	7.2	1.1
SERVICES . . . . .	11.5	2.2	120.6	28.6	10.5	1.5	1.2	.1	14.0	-	11.4	-
DAILY RENTAL . . . . .	.2	.1	2.6	1.0	15.3	3.0	.2	.1	2.6	1.0	15.3	3.0
PERSONAL TRANSPORTATION . . . . .	174.4	5.2	1,542.7	76.7	8.8	.4	.2	.1	.5	.2	2.4	1.1
OTHER . . . . .	.7	.5	1.5	.8	2.1	1.5	.2	.1	1.3	.8	6.1	3.2
NOT IN USE . . . . .	2.0	.9	.3	.2	.2	-	.4	.1	.1	.1	.3	.2
NOT REPORTED . . . . .	-	-	-	-	-	-	-	-	-	-	-	-
BODY TYPE												
PICKUP . . . . .	225.4	3.5	2,302.5	106.1	10.2	.5	-	-	-	-	-	-
PANEL OR VAN . . . . .	27.5	3.5	294.0	47.5	10.7	1.1	-	-	-	-	-	-
MULTISTOP OR WALK-IN . . . . .	.7	.5	4.6	2.9	6.6	.7	-	-	-	-	-	-
PLATFORM WITH ADDED DEVICES . . . . .	2.0	.2	17.2	3.0	8.6	1.3	2.0	.2	17.2	3.0	8.6	1.3
LOW BOY OR DEPRESSED CENTER . . . . .	.4	.1	5.2	1.7	13.0	3.3	.4	.1	5.2	1.7	13.0	3.3
OTHER PLATFORM . . . . .	4.3	.2	44.0	4.4	10.3	3.8	4.3	.2	44.0	4.4	10.3	.8
CATTLE RACK . . . . .	.6	.1	6.1	2.4	10.7	3.8	.6	.1	6.1	2.4	10.7	3.8
INSULATED NONREFRIGERATED VAN . . . . .	.1	-	3.5	2.3	30.6	16.2	.1	-	3.5	2.3	30.6	16.2
INSULATED REFRIGERATED VAN . . . . .	.6	.1	18.1	4.3	30.5	5.1	.6	.1	18.1	4.3	30.5	5.1
FURNITURE VAN . . . . .	.3	.1	4.0	1.1	11.7	2.0	.3	.1	4.0	1.1	11.7	2.0
OPEN TOP VAN . . . . .	-	-	-	-	-	-	-	-	-	-	-	-
OTHER ENCLOSED VANS . . . . .	.8	.1	14.4	3.7	17.9	3.7	.8	.1	14.4	3.7	17.9	3.7
BEVERAGE . . . . .	.3	.1	3.3	1.0	12.4	1.9	.3	.1	3.3	1.0	12.4	1.9
UTILITY . . . . .	.5	.1	4.0	1.0	8.0	1.3	.5	.1	4.0	1.0	8.0	1.3
WINCH OR CRANE . . . . .	1.0	.1	7.3	1.5	7.3	1.1	1.0	.1	7.3	1.5	7.3	1.1
WRECKER . . . . .	.2	.1	1.5	.7	7.1	2.7	.2	.1	1.5	.7	7.1	2.7
POLE OR LOGGING . . . . .	.2	.1	4.0	2.0	25.8	10.0	.2	.1	4.0	2.0	25.8	10.0
AUTO TRANSPORT . . . . .	-	-	.6	.5	16.0	2.5	-	-	.6	.5	16.0	2.5
BOAT TRANSPORT . . . . .	-	-	-	-	-	-	-	-	-	-	-	-
MOBILE HOME PULLER . . . . .	.2	.1	2.6	1.2	11.4	4.1	.2	.1	2.6	1.2	11.4	4.1
GARBAGE HAULER:												
FRONT LOADER . . . . .	-	-	-	-	-	-	-	-	-	-	-	-
REAR LOADER . . . . .	-	-	.1	.1	2.8	.8	-	-	.1	.1	2.8	.8
ROLL OFF . . . . .	-	-	.2	.2	12.6	.7	-	-	.2	.2	12.6	-
NOT SPECIFIED . . . . .	-	-	.3	.2	7.5	3.7	-	-	.3	.2	7.5	3.7
DUMP . . . . .	2.0	.2	21.6	3.3	11.1	2.3	2.0	.2	21.6	3.3	11.1	1.3
TANK FOR LIQUIDS . . . . .	2.3	.5	37.5	3.6	16.0	3.3	2.3	.5	37.5	3.6	16.0	3.3
TANK FOR DRY BULK . . . . .	-	-	.2	.2	6.3	3.9	-	-	.2	.2	6.3	3.9
CONCRETE MIXER:												
FRONT DISCHARGER . . . . .	-	-	-	-	-	-	-	-	-	-	-	-
REAR DISCHARGER . . . . .	.4	.1	3.1	.8	7.3	1.1	.4	.1	3.1	.8	7.3	1.1
NOT SPECIFIED . . . . .	-	-	-	-	-	-	-	-	-	-	-	-
OTHER . . . . .	.1	-	.2	.2	2.2	1.6	.1	-	.2	.2	2.2	1.6
NOT REPORTED . . . . .	-	-	-	-	-	-	-	-	-	-	-	-
ANNUAL MILES												
LESS THAN 5,000 . . . . .	76.4	5.0	158.2	13.1	2.1	-	7.1	.6	12.4	.7	1.7	.1
5,000 TO 9,999 . . . . .	62.5	4.8	426.7	33.4	6.8	-	3.2	.2	21.0	1.5	6.6	.1
10,000 TO 19,999 . . . . .	97.4	5.4	1,210.0	69.4	12.4	-	3.2	.2	40.4	2.9	12.7	.2
20,000 TO 29,999 . . . . .	22.5	3.1	508.4	70.9	22.6	.4	1.3	.1	30.0	3.5	23.4	.3
30,000 TO 49,999 . . . . .	7.9	1.9	278.7	66.1	35.5	1.0	.8	.1	28.0	4.3	36.5	1.0
50,000 TO 74,999 . . . . .	2.5	1.0	130.7	50.5	51.8	-	.5	.1	29.9	5.6	57.8	1.5
75,000 OR MORE . . . . .	.8	.5	87.5	50.4	105.9	-	.3	.1	37.4	6.1	114.9	-
RANGE OF OPERATION												
LOCAL . . . . .	212.7	4.5	1,908.8	79.3	9.0	.4	9.8	.6	85.0	5.9	8.7	.6
SHORT RANGE (200 MILES OR LESS) . . . . .	31.8	3.6	480.1	74.8	15.1	1.7	2.3	.2	55.7	5.4	24.4	1.2
LONG RANGE (MORE THAN 200 MILES) . . . . .	5.1	1.5	139.9	44.9	27.2	9.3	.6	.1	32.2	5.5	51.0	1.5
OFF-THE-ROAD . . . . .	19.7	2.8	258.9	56.2	13.1	2.0	3.5	.2	26.1	3.2	7.4	.8
NOT REPORTED . . . . .	.7	.5	12.5	12.5	18.1	4.4	.1	-	-	-	-	-
BASE OF OPERATION												
PERCENTAGE OF MILES TRAVELED IN BASE-OF-OPERATION STATE:												
LESS THAN 25 PERCENT . . . . .	1.7	.9	14.9	7.3	8.9	2.8	.2	.1	4.9	2.3	31.7	10.6
25 TO 49 PERCENT . . . . .	4.9	1.5	140.6	58.7	28.7	8.8	.4	.1	20.1	5.6	52.5	9.2
50 TO 74 PERCENT . . . . .	29.3	3.5	459.1	65.8	15.7	1.3	1.1	.1	33.0	4.9	30.8	2.3
75 TO 100 PERCENT . . . . .	234.0	3.8	2,185.6	88.4	9.3	.4	14.7	.6	141.1	5.9	9.6	.5
NOT REPORTED . . . . .	.2	.1	-	-	-	-	.1	-	-	-	-	-
VEHICLE SIZE												
LIGHT . . . . .	250.4	1.4	2,551.0	104.7	10.2	.4	1.1	.1	3.1	.6	2.8	.5
MEDIUM . . . . .	8.5	1.3	80.2	18.8	9.4	1.0	4.2	.2	27.1	2.6	6.5	.5
LIGHT-HEAVY . . . . .	5.2	.6	50.9	5.1	9.9	1.2	5.2	.6	50.9	5.1	9.9	1.2
HEAVY-HEAVY . . . . .	6.0	.3	118.2	8.1	19.8	1.0	6.0	.3	118.0	8.1	19.8	1.0

SEE FOOTNOTES AT END OF TABLE.

Table 2. Trucks, Truck Miles, and Average Annual Miles: 1977—Con.

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TRUCKS AND TRUCK MILES <sup>1</sup>						TRUCKS AND TRUCK MILES, EXCLUDING PICKUPS, PANELS, AND WALK-INS <sup>1</sup>					
	TRUCKS (THOU- SANDS)	STANDARD ERROR (THOU- SANDS)	TRUCK MILES (MIL- LIONS)	STANDARD ERROR (MIL- LIONS)	AVER- AGE MILES PER TRUCK (THOU- SANDS)	STAN- DARD ERROR (THOU- SANDS)	TRUCKS (THOU- SANDS)	STAN- DARD ERROR (THOU- SANDS)	TRUCK MILES (MIL- LIONS)	STAN- DARD ERROR (MIL- LIONS)	AVER- AGE MILES PER TRUCK (THOU- SANDS)	STAN- DARD ERROR (THOU- SANDS)
GROSS WEIGHT												
6,000 OR LESS . . . . .	200.4	4.6	1,869.9	96.6	9.3	.4	.3	.1	.6	.2	2.2	.5
6,001 TO 10,000 . . . . .	50.0	4.4	681.1	81.5	13.6	1.1	.8	.1	2.5	.6	3.0	.6
10,001 TO 14,000 . . . . .	4.6	1.2	51.2	18.0	11.0	1.7	1.3	.1	7.6	1.4	6.0	.8
14,001 TO 16,000 . . . . .	1.4	.2	8.6	1.5	6.1	.9	1.2	.1	5.6	.9	4.8	.6
16,001 TO 19,500 . . . . .	2.5	.5	20.4	5.5	8.3	.7	1.8	.2	13.9	2.2	7.9	1.0
19,501 TO 26,000 . . . . .	5.2	.6	50.9	5.1	9.9	1.2	5.2	.6	50.9	5.1	9.9	1.2
26,001 TO 33,000 . . . . .	1.2	.1	12.6	2.3	10.6	1.4	1.2	.1	12.6	2.3	10.6	1.4
33,001 TO 40,000 . . . . .	1.1	.1	10.2	1.8	9.3	1.2	1.1	.1	10.2	1.8	9.3	1.2
40,001 TO 50,000 . . . . .	1.2	.1	14.3	2.9	12.1	1.9	1.2	.1	14.3	2.9	12.1	1.9
50,001 TO 60,000 . . . . .	.7	.1	8.6	2.3	12.4	2.7	.7	.1	8.4	2.3	12.6	2.8
60,001 TO 80,000 . . . . .	1.6	.2	61.6	7.3	38.3	2.4	1.6	.2	61.6	7.3	38.3	2.4
80,001 TO 100,000 . . . . .	.2	.1	10.8	-	56.6	-	.2	.1	10.8	-	56.6	-
100,001 TO 130,000 . . . . .	-	-	.1	.1	4.0	-	-	-	.1	.1	4.0	-
130,001 AND OVER . . . . .	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED . . . . .	-	-	-	-	-	-	-	-	-	-	-	-
YEAR MODEL												
1978 . . . . .	-	-	-	-	-	-	-	-	-	-	-	-
1977 . . . . .	10.2	2.2	187.5	61.8	18.4	4.7	.2	.1	8.2	3.8	53.3	16.4
1976 . . . . .	22.9	3.2	381.8	58.1	16.7	1.2	.7	.1	26.2	4.3	36.1	1.9
1975 . . . . .	21.3	3.0	351.6	60.0	16.5	1.6	1.3	.1	26.2	4.1	20.7	2.2
1974 . . . . .	24.0	3.2	374.7	62.7	15.6	1.6	.9	.1	16.9	-	19.7	-
1973 . . . . .	29.2	3.5	315.2	45.6	10.8	.9	1.1	.1	20.0	3.7	17.7	2.4
1972 . . . . .	24.2	3.2	237.5	35.6	9.8	.7	1.0	.1	16.4	3.2	16.2	2.4
1971 . . . . .	14.9	2.6	130.4	25.6	8.7	.9	.9	.1	11.7	2.5	15.3	2.2
1970 . . . . .	19.8	2.9	185.4	32.7	9.4	.9	1.2	.1	16.1	3.2	13.1	2.1
1969 . . . . .	17.5	2.8	159.6	29.5	9.1	.9	1.0	.1	10.1	1.9	10.6	1.4
1968 . . . . .	8.9	2.0	59.0	16.0	6.6	1.1	.8	.1	8.8	2.0	11.2	2.0
1967 . . . . .	8.8	2.0	63.1	16.8	7.2	1.1	.7	.1	8.5	2.3	11.4	2.6
PRE-1967 . . . . .	68.1	4.8	354.3	40.8	5.2	.5	6.6	.6	30.0	3.1	4.5	.5
NOT REPORTED . . . . .	-	-	-	-	-	-	-	-	-	-	-	-
VEHICLE ACQUISITION												
PURCHASED NEW . . . . .	118.9	5.6	1,579.4	110.2	13.3	.7	6.9	.3	118.8	8.0	17.2	.9
PURCHASED USED . . . . .	148.7	5.6	1,193.6	72.6	8.0	.4	9.2	.6	74.6	5.2	8.1	.6
LEASED FROM SOMEONE ELSE . . . . .	1.1	.7	19.6	11.8	17.9	2.9	.1	-	3.8	2.1	39.4	13.8
LEASED TO SOMEONE ELSE . . . . .	5.2	1.4	135.4	41.9	26.0	3.9	1.1	.1	30.6	4.1	27.1	1.5
NOT REPORTED . . . . .	1.3	.7	7.6	4.8	5.9	2.0	.2	.1	1.9	1.0	8.9	4.1
LEASE CHARACTERISTICS <sup>2</sup>												
LEASED WITHOUT DRIVER . . . . .	4.4	1.3	85.1	28.2	19.6	2.9	.8	.1	17.1	4.2	22.4	-
LEASED WITH DRIVER . . . . .	1.9	.9	66.8	33.2	35.4	6.8	.4	.1	14.1	4.4	36.9	8.4
LESSEE:												
PRIVATE . . . . .	6.2	1.6	151.8	43.4	24.4	3.5	1.1	.1	31.2	4.2	27.6	1.4
GOVERNMENT . . . . .	-	-	-	-	1.7	-	-	-	-	-	1.7	-
LENGTH OF LEASE:												
LESS THAN 30 DAYS . . . . .	1.3	.7	18.9	9.2	14.3	2.4	.3	.1	6.9	2.8	21.2	6.9
30 DAYS TO 1 YEAR . . . . .	.7	.5	10.4	5.6	15.5	4.4	.2	.1	5.3	2.5	30.7	11.1
1 TO 3 YEARS . . . . .	3.3	1.2	99.0	40.6	30.4	5.1	.2	.1	7.0	-	33.2	-
MORE THAN 3 YEARS . . . . .	1.0	.5	23.4	11.5	23.8	-	.5	.1	12.0	3.2	26.0	4.8
PROVISIONS OF LEASE:												
FINANCING . . . . .	1.8	.9	46.0	25.0	26.0	4.3	.2	.1	3.9	1.2	16.8	2.7
MAINTENANCE . . . . .	2.6	1.0	83.6	37.9	32.4	5.8	.5	.1	13.2	-	25.6	-
PROCUREMENT AND SALE . . . . .	.1	-	2.0	1.0	26.0	3.7	.1	-	2.0	1.0	26.0	3.7
OPERATOR CLASSIFICATION												
NOT FOR HIRE:												
PRIVATE OWNER OR INDIVIDUAL . . . . .	264.1	1.3	2,684.3	103.1	10.2	.4	14.1	.6	147.2	7.5	10.5	.6
FOR HIRE INTERSTATE:												
EXEMPT CARRIER . . . . .	.3	.1	18.6	3.6	64.8	-	.3	.1	18.6	3.6	64.8	-
CONTRACT CARRIER . . . . .	.1	-	4.3	2.6	55.6	20.4	.1	-	4.3	2.6	55.6	20.4
COMMON CARRIER . . . . .	.3	.1	5.2	2.1	18.0	5.9	.2	.1	4.8	2.1	19.4	6.8
FOR HIRE INTRASTATE:												
LOCAL CARRIER . . . . .	4.9	1.3	84.9	30.1	17.2	3.7	1.4	.2	21.2	3.6	15.2	1.9
FOR HIRE DAILY RENTAL . . . . .	.2	.1	2.6	1.0	15.3	3.0	.2	.1	2.6	1.0	15.3	3.0
NOT REPORTED . . . . .	.1	-	.3	.2	2.4	.9	.1	-	.3	.2	2.4	.9
PRODUCTS CARRIED												
FARM PRODUCTS . . . . .	18.3	2.7	175.5	31.8	9.6	1.1	2.5	.2	31.1	4.1	12.4	1.3
LIVE ANIMALS . . . . .	12.1	2.4	197.4	48.4	16.3	2.4	.5	.1	5.5	2.4	10.6	4.2
MINING PRODUCTS . . . . .	1.4	.7	11.3	3.8	7.9	2.6	.4	.1	6.7	2.0	15.9	3.5
LOGS AND OTHER FOREST PRODUCTS . . . . .	2.8	1.1	15.0	5.6	5.4	1.4	.2	.1	5.3	2.3	22.9	7.5
PROCESSED FOODS . . . . .	2.7	.9	47.1	16.4	17.4	3.6	1.0	.1	22.3	4.4	22.9	3.3
TEXTILE MILL PRODUCTS . . . . .	1.0	.7	12.6	8.6	12.4	2.3	.6	.1	1.1	1.1	57.2	-
BUILDING MATERIALS . . . . .	16.6	2.5	196.3	36.8	11.8	1.2	2.9	.2	31.1	4.4	10.8	1.3
HOUSEHOLD GOODS . . . . .	5.7	1.6	66.3	23.7	11.7	2.4	.2	.1	1.7	.7	10.2	2.6
FURNITURE OR HARDWARE . . . . .	2.1	1.0	21.1	10.4	9.9	1.1	.1	-	.9	.5	7.0	1.9
PAPER PRODUCTS . . . . .	1.0	.7	19.1	12.6	18.4	.9	-	-	1.6	1.2	41.5	14.5
CHEMICALS . . . . .	.2	.1	1.8	.9	8.6	3.3	.2	.1	1.7	.9	8.6	3.6
PETROLEUM . . . . .	3.4	1.0	47.6	9.1	14.1	2.4	1.8	.5	33.3	3.4	18.1	4.6
PRIMARY METAL PRODUCTS . . . . .	1.8	.9	31.6	16.2	17.5	2.0	.3	.1	4.3	1.6	14.0	4.0
FABRICATED METAL PRODUCTS . . . . .	.2	.1	1.9	1.0	9.7	4.1	.2	.1	1.8	1.0	11.9	4.8
MACHINERY, EXCEPT ELECTRICAL . . . . .	1.2	.5	35.6	25.2	28.5	8.6	.7	.1	10.3	2.7	15.3	3.2
ELECTRICAL MACHINERY . . . . .	2.3	1.0	13.2	6.6	5.7	1.5	.2	.1	1.6	.6	6.4	1.5
TRANSPORTATION EQUIPMENT . . . . .	2.5	1.0	17.7	8.1	7.2	1.8	.4	.1	3.9	1.1	9.2	2.0
SCRAP, REFUSE, OR GARBAGE . . . . .	13.0	2.4	72.0	20.5	5.5	1.2	.7	.1	4.1	.9	5.4	.8
MIXED CARGOES . . . . .	18.1	2.8	214.3	42.2	11.9	1.4	.9	.1	10.7	2.5	12.2	2.2
CRAFTSMAN'S EQUIPMENT . . . . .	12.7	2.4	226.9	68.7	17.8	4.2	.5	.1	3.9	1.0	8.4	1.5
SPECIAL EQUIPMENT . . . . .	3.0	.9	39.3	17.5	13.0	2.7	1.4	.2	10.2	1.7	7.1	.9
PERSONAL TRANSPORTATION . . . . .	144.3	5.6	1,316.9	78.2	9.1	.4	.3	.1	1.4	.5	4.2	1.1
OTHER . . . . .	2.2	.9	19.5	10.7	9.0	2.9	.6	.1	4.5	1.4	7.1	1.9
NOT REPORTED . . . . .	1.3	.7	.3	.2	.2	-	.2	.1	.1	.1	.4	.3

SEE FOOTNOTES AT END OF TABLE.

## TRUCK INVENTORY AND USE SURVEY

Table 2. Trucks, Truck Miles, and Average Annual Miles: 1977—Con.

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TRUCKS AND TRUCK MILES <sup>1</sup>						TRUCKS AND TRUCK MILES, EXCLUDING PICKUPS, PANELS, AND WALK-INS <sup>1</sup>					
	TRUCKS (THOU- SANDS)	STANDARD ERROR (THOU- SANDS)	TRUCK MILES (MIL- LIONS)	STANDARD ERROR (MIL- LIONS)	MILES PER TRUCK (THOU- SANDS)	STAN- DARD ERROR (THOU- SANDS)	TRUCKS (THOU- SANDS)	STAN- DARD ERROR (THOU- SANDS)	TRUCK MILES (MIL- LIONS)	STAN- DARD ERROR (MIL- LIONS)	MILES PER TRUCK (THOU- SANDS)	STAN- DARD ERROR (THOU- SANDS)
<b>HAZARDOUS MATERIALS CARRIED</b>												
HAZARDOUS MATERIALS CARRIED:	2.4	.9	37.6	11.0	15.8	2.8	.8	.1	20.5	.7	24.9	—
LESS THAN 25 PERCENT OF TIME	.7	.5	4.3	2.7	6.6	1.2	.1	—	1.7	.9	12.4	4.5
25 TO 49 PERCENT OF TIME	.5	.5	11.0	10.0	20.4	—	—	—	1.0	.7	25.0	7.4
50 TO 74 PERCENT OF TIME	.1	—	2.9	1.6	30.2	10.0	.1	—	2.9	1.6	30.2	10.0
75 TO 100 PERCENT OF TIME	.6	.1	15.8	—	26.6	—	.6	.1	15.0	—	27.0	—
NO PERCENT REPORTED	.5	.5	3.6	3.6	7.2	—	—	—	—	—	—	—
NO HAZARDOUS MATERIAL CARRIED:	229.6	4.0	2,441.3	106.9	10.6	.4	14.5	.6	170.2	9.0	11.7	.7
NOT REPORTED	38.0	4.0	323.3	48.4	8.5	.9	1.1	.1	8.4	2.3	8.0	2.0
<b>TRUCK FLEET SIZE<sup>3</sup></b>												
1 TO 5	200.7	4.7	1,923.3	97.3	9.6	.4	3.9	.5	35.6	3.8	9.1	1.3
6 TO 19	44.8	4.1	513.9	62.9	11.5	.9	5.1	.3	63.0	5.7	12.4	.9
20 OR MORE	15.3	2.3	236.9	48.7	15.5	2.1	4.4	.2	60.6	6.1	13.8	1.2
NOT REPORTED	9.2	1.7	126.1	30.6	13.8	2.0	3.0	.2	39.9	4.6	13.5	1.2
<b>MILES PER GALLON</b>												
LESS THAN 5	8.6	1.0	116.7	7.4	13.6	1.6	6.3	.3	112.7	7.3	17.9	.9
5 TO 6.9	4.6	1.0	56.0	10.6	12.1	1.4	2.4	.2	36.7	4.9	15.1	1.6
7 TO 8.9	12.4	2.1	149.8	38.1	12.1	2.0	3.6	.5	23.5	2.7	6.5	1.0
9 TO 11.9	46.1	4.3	516.5	68.1	11.2	1.0	1.9	.2	12.3	2.0	6.5	.9
12 TO 14.9	68.8	5.0	813.7	89.2	11.8	.9	.7	.1	2.8	.8	4.1	.9
15 TO 19.9	87.7	5.3	781.5	64.8	8.9	.5	.3	.1	1.8	.8	5.9	2.2
20 OR MORE	25.3	3.4	219.4	43.5	8.7	1.3	—	—	—	—	—	—
NOT REPORTED	16.5	2.7	146.7	28.0	8.9	.8	1.1	.1	9.4	3.3	8.1	2.7
<b>EQUIPMENT TYPE</b>												
TRANSMISSION:	177.2	5.4	1,697.5	88.5	9.6	.4	15.6	.6	191.9	8.8	12.3	.6
MANUAL	83.8	5.3	1,015.9	95.9	12.1	.9	4.4	.1	4.2	1.7	11.0	.7
AUTOMATIC	—	—	—	.6	23.7	2.1	—	—	.9	.6	23.7	2.1
SEMIAUTOMATIC	9.0	2.0	85.9	26.8	9.5	2.0	—	.1	2.1	.7	5.2	1.3
NOT REPORTED	—	—	—	—	—	—	—	—	—	—	—	—
BRAKING SYSTEM:	216.5	4.4	2,267.2	107.0	10.5	.5	9.7	.6	77.5	5.5	8.0	.6
HYDRAULIC <sup>4</sup>	7.6	.9	127.7	10.3	16.8	1.4	5.9	.3	116.3	8.0	19.7	1.0
AIR <sup>4</sup>	29.7	3.6	276.4	49.0	9.3	1.2	4.4	.1	3.1	1.2	8.2	2.6
OTHER <sup>4</sup>	16.2	2.7	128.9	26.0	8.0	.9	.4	.1	2.2	.8	5.2	1.4
NOT REPORTED	19.7	2.9	266.8	46.2	13.5	1.4	1.6	.2	39.7	5.2	25.6	2.0
ANTI-WHEEL-LOCK DEVICE <sup>2</sup>	92.1	5.3	1,264.7	107.5	13.7	.9	5.1	.3	82.4	6.0	16.2	.9
POWER STEERING <sup>2</sup>	75.3	5.1	979.7	93.2	13.0	.9	1.4	.2	57.3	6.1	41.0	—
AIR CONDITIONING <sup>2</sup>	—	—	—	—	—	—	—	—	—	—	—	—
<b>FUEL CONSERVATION EQUIPMENT<sup>2</sup></b>												
RADIAL TIRES	49.3	4.4	613.9	78.7	12.5	1.2	1.5	.2	50.6	5.4	34.3	—
DRAG REDUCTION DEVICES	1.2	.7	23.6	14.9	20.4	—	.1	—	2.5	1.2	18.8	5.3
VARIABLE SPEED FAN	37.4	3.9	446.9	60.6	11.9	1.1	1.1	.1	24.7	3.0	21.5	.4
FUEL EFFICIENT ENGINE	18.5	2.8	241.0	45.3	13.1	1.5	1.3	.1	23.8	1.9	18.8	—
AXLE OR DRIVE RATIO CHANGE	16.3	2.2	162.4	25.2	10.0	.9	5.8	.3	66.2	5.2	11.3	.7
NOT REPORTED	171.7	5.4	1,644.0	90.8	9.6	.4	8.5	.6	84.0	6.5	9.8	.8
<b>MAINTENANCE<sup>2</sup></b>												
MAINTENANCE PERFORMED ON—	48.2	4.3	492.7	54.6	10.2	.7	3.9	.2	71.8	6.3	18.2	1.2
ENGINE	28.5	3.4	304.7	44.5	10.7	.9	2.1	.2	37.5	3.2	17.5	—
TRANSMISSION	57.3	4.6	687.3	74.5	12.0	.9	2.6	.2	47.0	4.5	17.9	1.0
BRAKING SYSTEM	18.9	2.8	217.5	36.1	11.5	1.0	1.6	.2	32.1	3.3	19.7	.3
REAR AXLE AND DIFFERENTIAL	150.9	5.6	1,515.3	99.2	10.0	.5	8.9	.6	87.7	6.1	9.8	.6
NONE OF THE ABOVE	—	—	—	—	—	—	—	—	—	—	—	—
NOT REPORTED	—	—	—	—	—	—	—	—	—	—	—	—
MAINTENANCE PERFORMED BY <sup>5</sup> —	62.0	4.7	625.2	65.6	10.1	.7	4.6	.3	57.5	4.8	12.6	.8
SELF OR OWN REPAIR SHOP	16.4	2.7	206.3	35.6	12.6	1.0	1.3	.1	27.5	2.3	21.8	—
FACTORY BRANCH	1.7	.9	34.0	21.1	20.0	8.2	.2	.1	6.5	2.8	33.9	10.4
LEASING COMPANY	1.6	.9	15.1	8.8	9.2	2.4	.1	.1	1.4	.7	12.0	3.6
INDEPENDENT GARAGE	41.9	4.1	481.5	62.4	11.5	1.0	2.5	.2	40.8	5.3	16.3	1.7
OTHER	6.8	1.8	54.0	18.1	8.0	1.6	.7	.5	1.4	.5	2.1	1.3
NOT REPORTED	146.0	5.6	1,487.2	101.0	10.2	.6	7.6	.3	74.8	7.0	9.9	.8
<b>ENGINE TYPE AND SIZE</b>												
ENGINE:	264.0	1.0	2,683.9	104.4	10.2	.4	12.4	.6	102.2	6.0	8.2	.6
GASOLINE	3.6	.2	93.3	7.8	25.9	1.4	3.6	.2	93.2	7.8	26.0	1.4
DIESEL	2.4	1.0	23.0	13.2	9.7	.3	.1	—	1.1	10.7	2.0	
LPG OR OTHER	—	—	—	—	—	—	—	—	—	—	—	—
NOT REPORTED	—	—	—	—	—	—	—	—	—	—	—	—
CYLINDERS:	19.6	3.0	164.5	30.3	8.4	.9	—	—	—	—	—	—
4	70.4	4.9	580.4	54.9	8.2	1.5	5.7	.6	81.4	6.4	14.3	1.5
6	177.2	5.3	2,026.1	111.5	11.4	.5	10.5	.3	117.4	7.4	11.1	.6
8	—	.5	5.0	5.0	10.0	—	—	—	—	—	—	—
OTHER	2.2	1.0	24.3	11.9	11.0	.3	.2	.1	.3	.2	1.6	.8
NOT REPORTED	—	—	—	—	—	—	—	—	—	—	—	—
CUBIC INCH DISPLACEMENT:	11.0	2.3	84.0	20.2	7.6	.9	—	—	—	—	—	—
GASOLINE ENGINES	50.5	4.4	421.3	50.8	8.3	.7	1.8	.2	6.9	1.2	3.9	.5
LESS THAN 200	35.1	3.8	385.5	56.1	11.0	1.1	2.5	.2	24.0	2.9	9.4	.9
200 TO 299	85.3	5.3	1,010.2	83.1	11.8	.6	3.2	.2	37.9	4.8	11.7	1.3
300 TO 349	17.6	2.7	302.1	71.4	17.2	3.0	1.5	.2	19.1	2.8	13.0	1.3
350 TO 399	64.6	4.8	480.8	53.1	7.4	.6	3.4	.5	14.3	1.6	4.2	.6
400 OR MORE	—	—	—	—	—	—	—	—	—	—	—	—
NOT REPORTED	—	—	—	—	—	—	—	—	—	—	—	—

SEE FOOTNOTES AT END OF TABLE.

Table 2. Trucks, Truck Miles, and Average Annual Miles: 1977—Con.

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TRUCKS AND TRUCK MILES <sup>1</sup>						TRUCKS AND TRUCK MILES, EXCLUDING PICKUPS, PANELS, AND WALK-INS <sup>2</sup>					
	TRUCKS (THOU- SANDS)	STAN- DARD ERROR (THOU- SANDS)	TRUCK MILES (MIL- LIONS)	STAN- DARD ERROR (MIL- LIONS)	AVER- AGE MILES PER TRUCK (THOU- SANDS)	STAN- DARD ERROR (THOU- SANDS)	TRUCKS (THOU- SANDS)	STAN- DARD ERROR (THOU- SANDS)	TRUCK MILES (MIL- LIONS)	STAN- DARD ERROR (MIL- LIONS)	AVER- AGE MILES PER TRUCK (THOU- SANDS)	STAN- DARD ERROR (THOU- SANDS)
ENGINE TYPE AND SIZE--CON. CUBIC INCH DISPLACEMENT--CON. DIESEL ENGINES												
LESS THAN 400	.1	-	.7	.3	6.4	1.4	.1	-	.7	.3	6.9	1.6
400 TO 599	.7	.1	17.1	-	22.9	-	.7	.1	17.1	-	22.9	-
600 TO 799	.6	.1	15.4	4.0	26.9	5.1	.6	.1	15.4	4.0	26.9	5.1
800 OR MORE	.9	.1	29.8	6.1	33.1	4.9	.9	.1	29.8	6.1	33.1	4.9
NOT REPORTED	1.3	.1	30.1	3.7	23.8	.9	1.3	.1	30.1	3.7	23.8	.9
OTHER ENGINES												
LESS THAN 400	1.3	.7	16.8	12.6	13.3	6.1	.3	.1	2.8	1.0	10.5	2.4
400 OR MORE	-	-	-	-	1.0	-	-	-	-	-	1.0	-
NOT REPORTED	1.1	.7	6.2	3.7	5.7	.3	.1	-	.9	.5	14.8	1.8
TRUCK TYPE AND AXLE ARRANGEMENT												
SINGLE-UNIT TRUCKS <sup>3</sup>												
2 AXLES	264.2	.3	2,688.1	104.2	10.2	.4	101.6	.6	87.0	5.7	8.2	.6
3 AXLES	2.2	.2	24.9	4.1	11.2	1.6	2.2	.2	24.8	4.1	11.3	1.6
OTHER	.6	.1	4.2	1.1	7.0	1.3	.6	.1	4.2	1.1	7.0	1.3
TRUCK-TRACTOR COMBINATIONS:												
SINGLE TRAILERS												
3 AXLES	.3	.1	3.1	1.1	8.9	2.4	.3	.1	3.1	1.1	8.9	2.4
4 AXLES	.7	.1	12.3	3.0	18.9	3.4	.7	.1	12.3	3.0	18.9	3.4
5 AXLES	1.5	.2	58.7	6.2	39.8	-	1.5	.2	58.7	6.2	39.8	-
6 AXLES	-	-	-	.1	3.0	-	-	-	.1	.1	3.0	-
OTHER	.2	.1	3.1	1.2	20.0	4.1	.2	.1	3.1	1.2	20.0	4.1
DOUBLE TRAILERS												
5 AXLES	-	-	.2	.2	11.8	-	-	-	.2	.2	11.8	-
6 AXLES	-	-	-	-	-	-	-	-	-	-	-	-
OTHER	-	-	.5	.4	26.1	-	-	-	.5	.4	26.1	-
TRIPLE TRAILERS												
7 AXLES	-	-	-	-	-	-	-	-	-	-	-	-
OTHER	-	-	-	-	-	-	-	-	-	-	-	-
TRAILER NOT SPECIFIED												
POWERED AXLES <sup>4</sup>												
1	224.2	4.2	2,284.3	104.7	10.2	.4	12.1	.6	104.7	6.4	8.7	.6
2	36.1	3.7	400.4	48.9	11.1	1.0	4.3	.2	93.6	7.4	21.9	1.2
3	-	-	.7	.6	18.7	7.7	-	-	.7	.6	18.7	7.7
4	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	9.7	2.1	114.8	36.6	11.9	2.7	-	-	-	-	-	-
CAB TYPE <sup>5</sup>												
CAB FORWARD OF ENGINE	.2	.1	2.3	.7	9.2	1.5	.2	.1	2.3	.7	9.2	1.5
CAB OVER ENGINE	1.3	.1	29.3	5.6	22.2	3.4	1.3	.1	29.3	5.6	22.2	3.4
SHORT HOOD CONVENTIONAL	4.3	.6	43.6	5.0	10.2	1.5	4.3	.6	43.6	5.0	10.2	1.5
MEDIUM HOOD CONVENTIONAL	6.4	.3	65.1	5.6	10.1	.8	6.4	.3	65.1	5.6	10.1	.8
LONG HOOD CONVENTIONAL	3.9	.2	57.5	4.2	14.6	.6	3.9	.2	57.5	4.2	14.6	.6
OTHER	.2	.1	1.2	.4	6.3	1.5	.2	.1	1.2	.4	6.3	1.5
NOT REPORTED	-	-	.1	.1	5.1	-	-	-	.1	.1	5.1	-
CAB WITH SLEEPER UNIT	1.3	.5	33.8	5.6	25.9	9.9	1.3	.5	33.8	5.6	25.9	9.9
PICKUPS, PANELS, VANS, MULTISTOPS, OR WALK-INS												
TOTAL	253.6	.5	2,601.1	104.1	10.3	.4	-	-	-	-	-	-
PICKUPS	225.4	3.5	2,302.5	106.1	10.2	.5	-	-	-	-	-	-
PANELS OR VANS	27.5	3.5	294.0	47.5	10.7	1.1	-	-	-	-	-	-
MULTISTOPS OR WALK-INS	.7	.5	4.6	2.9	6.6	.7	-	-	-	-	-	-
DRIVING WHEELS <sup>6</sup>												
4-WHEEL DRIVE	31.8	3.7	306.8	48.3	9.7	1.0	-	-	-	-	-	-
2-WHEEL DRIVE	188.1	4.9	1,993.2	106.9	10.6	.5	-	-	-	-	-	-
NOT REPORTED	33.8	3.8	301.2	46.9	8.9	.9	-	-	-	-	-	-
AXLES ON VEHICLE <sup>7</sup>												
2	196.1	4.7	2,102.1	109.4	10.7	.5	-	-	-	-	-	-
3	-	-	-	-	1.8	-	-	-	-	-	-	-
NOT REPORTED	57.4	4.7	499.0	54.7	8.7	.6	-	-	-	-	-	-
CAMPER BODY OR SPECIAL CAMPING EQUIPMENT <sup>8</sup>												
SLIDE-IN CAMPER	11.0	2.3	110.5	27.9	10.0	1.4	-	-	-	-	-	-
PICKUP SHELL COVER	42.2	4.2	407.0	49.8	9.7	.7	-	-	-	-	-	-
CAMPER BODY	2.6	1.1	38.3	18.2	14.9	2.7	-	-	-	-	-	-
NOT REPORTED	197.8	4.7	2,045.3	109.6	10.3	.5	-	-	-	-	-	-

NOTE: DATA RELATE TO STATE OF REGISTRATION, WHICH IN MOST CASES IS BASE OF OPERATION; HOWEVER, SOME TRUCKS REGISTERED IN A GIVEN STATE ARE ACTUALLY BASED IN ANOTHER STATE BECAUSE THEY OPERATE INTERSTATE OR THEIR OPERATORS HAVE MOVED TO ANOTHER STATE. DETAILED FIGURES MAY NOT ADD TO TOTALS BECAUSE OF ROUNDING. STANDARD ERROR IS AN ACTUAL NUMBER; FOR DISCUSSION OF PROPER USE AND INTERPRETATION, SEE INTRODUCTION.

- ESTIMATE IS LESS THAN 50 TRUCKS.

<sup>1</sup>WHEN NO RESPONSE WAS OBTAINED FOR ANNUAL MILES; DATA WERE IMPUTED.

<sup>2</sup>DETAIL DOES NOT ADD TO TOTALS BECAUSE ITEMS WERE NOT APPLICABLE OR MULTIPLE RESPONSES WERE POSSIBLE.

<sup>3</sup>WHEN NO RESPONSE WAS OBTAINED, ONE TRUCK WAS IMPUTED BASED ON BODY TYPE OF SAMPLED VEHICLE.

<sup>4</sup>BECAUSE SOME "LIGHT" TRUCK RESPONDENTS WERE UNFAMILIAR WITH BRAKING SYSTEM TERMINOLOGY; A LARGE PROPORTION OF DATA FOR "OTHER" SHOULD BE FOR "HYDRAULIC" (E.G., DATA ON POWER ASSISTED BRAKES, DISC BRAKES, VACUUM-HYDRAULIC, ETC.).

<sup>5</sup>DATA RELATE ONLY TO SPECIFIED EQUIPMENT NO WHICH MAINTENANCE WAS PERFORMED.

<sup>6</sup>PICKUPS, PANELS, VANS, AND MULTISTOPS ARE NOT INCLUDED.

Table 3. Trucks by Major Use: 1977  
(THOUSANDS)

32-8 NEW MEXICO

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	MAJOR USE														
			AGRI-CULTURE	FOREST-RY AND LUMBER	MINING AND QUARRY-ING	CON-STRUCTION	MANU-FAC-TURING	WHOLE-SALE TRADE	RETAIL TRADE	FOR-HIRE TRANSPORTATION	UTILITIES	SER-VICES	DAILY RENTAL	PERSON-AL TRANS-PORTA-TION	OTHER	NOT IN USE	NOT RE-PORTED
TOTAL TRUCKS STANDARD ERROR	270.0	-	39.0	1.2	4.9	13.9	.9	6.6	9.2	1.7	3.7	11.5	.2	174.4	.7	2.0	.9
BODY TYPE																	
PICKUP OR VAN	225.4	3.5	34.4	1.0	3.5	9.2	.5	.5	3.0	.5	3.0	8.7	.5	153.6	.5	1.6	
MULTISTOP OR WALK-IN	27.5	3.5	1.1	.1	.1	1.5			1.5					20.7			
PLATFORM WITH ADDED DEVICE	2.0	.2	.6		.4				.6								
LOW BOY OR DEPRESSED CENTER	4.4	.1															
OTHER PLATFORM	4.3	.2	1.7	.1	.2												
CATTLE RACK	4.6	.1															
INSULATED MONOFRIGERATED VAN	.1																
INSULATED REFRIGERATED VAN	.6	.1															
FURNITURE VAN	.5																
OPEN TOP VAN	.8																
OTHER ENCLOSED VANS	.8																
BEVERAGE	.5																
UTILITY	1.0																
WINCH OR CRANE	.2																
WRECKER	.2																
POLE OR LOGGING	.2																
AUTO TRANSPORT	.2																
BOAT TRANSPORT	.2																
MOBILE HOME PULLER	.2																
GARBAGE HAULER																	
FRONT LOADER																	
REAR LOADER																	
ROLL OFF																	
NOT SPECIFIED																	
DUMP FOR LIQUIDS	2.0	.2															
TANK FOR DRY BULK	2.5	.5															
CONCRETE MIXER																	
FRONT DISCHARGER																	
REAR DISCHARGER																	
NOT SPECIFIED																	
OTHER																	
NOT REPORTED																	
ANNUAL MILES <sup>1</sup>																	
LESS THAN 5,000	76.4	5.0	10.5	.6	1.0												
5,000 TO 9,999	62.5	4.8	6.2														
10,000 TO 19,999	97.4	5.4	16.0														
20,000 TO 29,999	22.5	3.1	3.7														
30,000 TO 49,999	77.9	1.9	1.6														
50,000 TO 74,999	2.5	1.0	1.1														
75,000 OR MORE	.8	.5	.8														
RANGE OF OPERATION																	
LOCAL	212.7	4.5	24.0	.6	1.5												
SHORT RANGE (200 MILES OR LESS)	31.8	3.6	4.0														
LONG RANGE (MORE THAN 200 MILES)	55.1	1.5	1.6														
OFF-HIGHROAD	19.7	2.6	10.4	.6	2.1												
NOT REPORTED	.7	.5	.5														
BASE OF OPERATION																	
PERCENTAGE OF MILES TRAVELED IN BASE-OF-OPERATION STATE:																	
LESS THAN 25 PERCENT	1.7	.9															
25 TO 49 PERCENT	4.9	1.5															
50 TO 74 PERCENT	29.3	5.3															
75 TO 100 PERCENT	24.0	3.8	32.7	.7													
NOT REPORTED																	

TRUCK INVENTORY AND USE SURVEY

SEE FOOTNOTES AT END OF TABLE.

PERCENTAGE OF MILES TRAVELED IN  
BASE-OF-OPERATION STATE:

LESS THAN 25 PERCENT

25 TO 49 PERCENT

50 TO 74 PERCENT

75 TO 100 PERCENT

NOT REPORTED

1.5

3.0

20.2

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Table 3. Trucks by Major Use: 1977 - Con.  
(Thousands)

VEHICULAR AND OPERATIONAL CHARACTERISTICS		MAJOR USE																																																																																																																																																		
		TOTAL TRUCKS		STANDARD ERROR		AGRI-CULTURE		FORESTRY AND LUMBER-ING		MINING AND QUARRY-ING		MANU-FAC-TURING		WHOLE-SALE TRADE		RETAIL TRADE		FOR HIRE TRANS-PORTA-TION		UTILI-TIES		SER-VICES		DAILY RENTAL		PERSON-AL TRANS-PORTA-TION		OTHER		NOT IN USE		NOT RE-PORTED																																																																																																																				
VEHICLE SIZE		6,000 OR LESS		1.4		35.2		1.0		10.8		.5		4.1		7.1		.6		2.5		9.0		-		172.6		.6		1.7																																																																																																																						
LIGHT		MEDIUM		6.5		1.3		1.7		.4		1.0		1.0		.5		1.5		2.7		1.0		1.1		.1		.1																																																																																																																								
HEAVY-HEAVY		5.2		5.2		1.6		1.2		.2		1.1		1.6		.2		.5		.2		.1		.1		.2																																																																																																																										
HEAVY		6.0		6.0		1.0		1.0		.7		1.6		.2		.7		.5		.2		.1		.1		.2																																																																																																																										
GROSS WEIGHT		200,4		4.6		27.9		1.0		1.5		7.6		.5		2.5		6.1		1.0		8.2		-		192.0		.5		1.6																																																																																																																						
6,000 OR LESS		50,0		4.4		7.3		2.0		.1		1.6		1.5		1.7		.6		1.7		-		.1		.1		.1																																																																																																																								
6,001 TO 10,000		4.6		1.2		.9		-		.1		1.2		.2		1.2		.1		1.2		.1		-		.1		.1		.1																																																																																																																						
10,001 TO 14,000		4.4		1.4		1.2		.3		.2		1.1		.1		1.3		.5		1.2		.1		-		.1		.1		.1																																																																																																																						
14,001 TO 18,000		4.4		1.4		1.2		.3		.2		1.1		.1		1.3		.5		1.2		.1		-		.1		.1		.1																																																																																																																						
16,001 TO 19,500		4.4		1.4		1.2		.3		.2		1.1		.1		1.3		.5		1.2		.1		-		.1		.1		.1																																																																																																																						
19,501 TO 29,000		4.6		1.2		.6		1.2		.1		1.1		.1		1.3		.4		1.2		.1		-		.1		.1		.1																																																																																																																						
26,001 TO 33,000		4.6		1.2		.6		1.2		.1		1.1		.1		1.3		.4		1.2		.1		-		.1		.1		.1																																																																																																																						
33,001 TO 40,000		4.6		1.2		.6		1.2		.1		1.1		.1		1.3		.4		1.2		.1		-		.1		.1		.1																																																																																																																						
40,001 TO 50,000		4.6		1.2		.6		1.2		.1		1.1		.1		1.3		.4		1.2		.1		-		.1		.1		.1																																																																																																																						
50,001 TO 60,000		4.7		1.1		.6		1.1		.1		1.1		.1		1.3		.4		1.2		.1		-		.1		.1		.1																																																																																																																						
60,001 TO 80,000		4.6		1.6		1.2		.3		.1		1.1		.1		1.2		.3		1.2		.1		-		.1		.1		.1																																																																																																																						
80,001 TO 100,000		4.6		1.2		.6		.2		.1		1.1		.1		1.2		.3		1.2		.1		-		.1		.1		.1																																																																																																																						
100,001 TO 130,000		4.6		1.2		.6		.2		.1		1.1		.1		1.2		.3		1.2		.1		-		.1		.1		.1																																																																																																																						
130,001 AND OVER		4.6		1.2		.6		.2		.1		1.1		.1		1.2		.3		1.2		.1		-		.1		.1		.1																																																																																																																						
NOT REPORTED		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-																																																																																																																						
YEAR MODEL		1978		1979		1980		1981		1982		1983		1984		1985		1986		1987		1988		1989		1990		1991		1992		1993		1994		1995		1996		1997		1998		1999		2000		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038		2039		2040		2041		2042		2043		2044		2045		2046		2047		2048		2049		2050		2

Table 3. Trucks by Major Use: 1977—Con.  
(Thousands)

VEHICULAR AND OPERATIONAL CHARACTERISTICS		MAJOR USE																
		TOTAL TRUCKS	STANDARD ERROR	AGRI-CULTURE	FOREST-RY AND LUMBERING	MINING AND QUARRYING	CON-STRUC-TION	MANU-FAC-TURING	WHOLE-SALE TRADE	RETAIL TRADE	FOR HIRE TRANSPORTATION	UTILITIES	SER-VICES	DAILY RENTAL	OTHER	NOT IN USE	NOT RE-PORTED	
OPERATOR CLASSIFICATION																		
NOT FOR HIRE; PRIVATE OWNER OR INDIVIDUAL;	• • • • •	264.1	1.3	37.8	1.2	4.7	13.1	.4	6.5	9.1	.3	3.7	11.3	—	173.4	.7	1.9	
FOR HIRE, INTERSTATE; EXEMPT CARRIER	• • • • •	.3	.1	.1	—	—	—	—	—	—	.1	—	—	—	—	—	—	
COMMON CARRIER	• • • • •	.3	.1	—	—	—	—	—	—	—	.2	—	—	—	—	—	—	
FOR HIRE, INTRASTATE;	• • • • •	4.9	1.3	1.1	—	—	.2	.8	.5	—	1.1	—	—	—	—	1.0	—	
LOCAL CARTAGE	• • • • •	.2	.1	—	—	—	—	—	—	—	.2	—	—	—	—	.2	—	
FOR HIRE, DAILY RENTAL;	• • • • •	.1	—	—	—	—	—	—	—	—	—	—	—	—	—	.1	—	
NOT REPORTED	• • • • •	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
PRODUCTS CARRIED																		
FARM PRODUCTS	• • • • •	18.3	2.7	15.6	—	—	—	—	.5	.1	—	—	—	—	—	2.0	—	
LIVE ANIMALS	• • • • •	12.1	2.4	11.1	—	—	—	—	—	—	—	—	—	—	—	1.0	—	
MINING PRODUCTS	• • • • •	1.4	.7	1.1	1.0	.7	—	—	2.0	.6	—	—	—	—	—	1.0	—	
LOGS AND OTHER FOREST PRODUCTS	• • • • •	2.8	1.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
PROCESSED FOODS	• • • • •	2.7	.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
TEXTILE MILL PRODUCTS	• • • • •	1.0	.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
BUILDING MATERIALS	• • • • •	16.9	2.5	.6	—	—	—	—	—	—	—	—	—	—	—	—	—	
HOUSEHOLD GOODS	• • • • •	15.9	1.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
FURNITURE OR HARDWARE	• • • • •	2.1	1.0	.5	—	—	—	—	—	—	—	—	—	—	—	—	—	
PAPER PRODUCTS	• • • • •	1.0	.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
CHEMICALS	• • • • •	3.4	1.0	.1	—	—	—	—	—	—	—	—	—	—	—	.5	—	
PETROLEUM	• • • • •	1.8	.9	—	—	—	—	—	—	—	—	—	—	—	—	.6	—	
PRIMARY METAL PRODUCTS	• • • • •	1.2	.2	.1	—	—	—	—	—	—	—	—	—	—	—	.1	—	
FABRICATED METAL PRODUCTS	• • • • •	1.2	.5	—	—	—	—	—	—	—	—	—	—	—	—	.5	—	
MACHINERY, EXCEPT ELECTRICAL	• • • • •	2.5	1.0	—	—	—	—	—	—	—	—	—	—	—	—	1.0	—	
ELECTRICAL MACHINERY	• • • • •	2.5	1.0	—	—	—	—	—	—	—	—	—	—	—	—	9.8	—	
TRANSPORTATION EQUIPMENT	• • • • •	15.0	2.4	1.2	—	—	—	—	—	—	—	—	—	—	—	1.3	—	
SCRAP, REFUSE, OR GARBAGE	• • • • •	18.1	2.8	.5	—	—	—	—	—	—	—	—	—	—	—	.1	—	
MIXED CARGOES	• • • • •	12.7	2.4	1.0	—	—	—	—	—	—	—	—	—	—	—	2.7	—	
CRAFTSMAN'S EQUIPMENT	• • • • •	3.0	.9	—	—	—	—	—	—	—	—	—	—	—	—	1.5	—	
SPECIAL EQUIPMENT	• • • • •	144.3	5.6	4.7	—	—	—	—	—	—	—	—	—	—	—	.5	—	
PERSONAL TRANSPORTATION	• • • • •	2.2	.9	.1	—	—	—	—	—	—	—	—	—	—	—	.1	—	
OTHER MATERIALS	• • • • •	1.5	.7	—	—	—	—	—	—	—	—	—	—	—	—	1.3	—	
NOT REPORTED	• • • • •	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
HAZARDOUS MATERIALS CARRIED																		
HAZARDOUS MATERIALS CARRIED, LESS THAN 25 PERCENT OF TIME	• • • • •	2.4	.9	—	—	—	—	—	—	—	—	—	—	—	—	.1	1.0	
25 TO 49 PERCENT OF TIME	• • • • •	.5	.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
50 TO 74 PERCENT OF TIME	• • • • •	.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
75 TO 100 PERCENT OF TIME	• • • • •	.6	.1	—	—	—	—	—	—	—	—	—	—	—	—	.5	—	
NO PERCENT REPORTED	• • • • •	239.6	4.0	31.2	1.2	3.7	—	—	6.1	8.4	1.5	3.7	10.8	.2	145.1	.7	—	
NO HAZARDOUS MATERIAL CARRIED, NOT REPORTED	• • • • •	28.0	4.0	5.8	—	—	—	—	—	—	—	—	—	—	—	28.3	—	—
TRUCK FLEET SIZE																		
1 TO 5	• • • • •	4.7	21.0	.6	1.6	4.1	—	—	1.2	2.2	—	—	—	—	—	6.9	—	—
6 TO 19	• • • • •	44.6	4.1	14.9	.5	1.4	4.3	—	1.2	1.4	—	—	—	—	—	4.0	—	—
20 OR MORE	• • • • •	44.8	2.3	15.3	1.7	1.7	2.5	—	1.7	2.9	—	—	—	—	—	1.2	—	—
MILES PER GALLON																		
LESS THAN 5	• • • • •	8.6	1.0	.9	—	—	—	—	—	—	—	—	—	—	—	.5	—	—
5 TO 6.9	• • • • •	4.6	1.0	2.1	—	—	—	—	—	—	—	—	—	—	—	1.1	—	—
7 TO 8.9	• • • • •	12.4	2.1	—	—	—	—	—	—	—	—	—	—	—	—	2.5	—	—
9 TO 11.9	• • • • •	46.1	4.3	7.1	—	—	—	—	—	—	—	—	—	—	—	1.6	—	—
12 TO 14.9	• • • • •	68.8	5.0	11.3	—	—	—	—	—	—	—	—	—	—	—	27.9	—	—
15 TO 19.9	• • • • •	61.7	5.3	10.3	—	—	—	—	—	—	—	—	—	—	—	44.0	—	—
20 OR MORE	• • • • •	25.3	3.4	1.5	—	—	—	—	—	—	—	—	—	—	—	64.1	—	—
NOT REPORTED	• • • • •	16.5	2.7	—	—	—	—	—	—	—	—	—	—	—	—	21.3	—	—

SEE FOOTNOTES AT END OF TABLE.

TRUCK INVENTORY AND USE SURVEY.

Table 3. Trucks by Major Use: 1977—Cont.  
(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS		MAJOR USE																
		TOTAL TRUCKS	STANDARD ERROR	AGRI-CULTURE	FOREST-RY AND LUMBER-ING	MINING AND QUARRY-ING	CON-STRUCTION	MANU-FAC-TURING	WHOLE-SALE TRADE	RETAIL TRADE	FOR HIRE TRANSPORTA-TION	UTILITIES	SER-VICES	DAILY RENTAL	PERSON-AL TRANS-PORTA-TION	OTHER	NOT IN USE	NOT RE-PORTED
<b>EQUIPMENT TYPE</b>																		
TRANSMISSION <sup>1</sup>		177.2	5.4	29.9	.7	4.3	9.1	.4	5.6	6.6	1.6	2.1	6.4	.2	107.6	.7	1.9	
MANUAL		83.8	5.3	7.6	.5	.6	4.7	.5	1.0	2.5	1.6	4.5	.1	60.3	—	—		
AUTOMATIC		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
SEMIAUTOMATIC		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
NOT REPORTED		9.0	2.0	1.6	—	—	—	—	—	—	—	—	—	—	—	—	.2	
TOTAL		216.5	4.4	31.3	1.1	4.1	12.4	.7	5.3	7.8	1.1	3.4	9.5	.2	137.4	.6	1.7	
AIR BRAKES <sup>1</sup>		21.7	7.9	2.0	.1	.7	1.4	.2	1.2	1.4	.6	.2	1.4	.1	26.2	.1	1.2	
AIR		29.7	3.6	3.2	—	—	—	—	—	—	—	—	—	—	—	—	—	
OTHER		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
NOT REPORTED		16.2	2.7	2.6	—	—	—	—	—	—	—	—	—	—	—	—	—	
ANTI-WHEEL-LOCK DEVICE <sup>1</sup>		19.7	2.9	2.8	.5	.5	1.5	.1	1.5	1.5	.1	.1	1.1	.1	12.2	.1	1.2	
POWER STEERING <sup>1</sup>		92.1	5.1	12.2	1.1	2.5	7.7	.7	1.7	2.1	.4	1.3	1.9	.1	13.1	.1	1.1	
AIR CONDITIONING <sup>1</sup>		75.3	10.7	1.0	1.7	3.2	1.2	.5	1.8	1.2	.6	.6	2.1	.1	60.3	.1	1.1	
FUEL CONSERVATION EQUIPMENT <sup>2</sup>		49.3	4.4	6.4	.5	.7	2.3	—	1.2	2.2	.1	.1	.1	—	33.7	—	—	
RADIAL TIRES		41.2	4.7	3.9	6.1	—	—	—	—	—	—	—	—	—	—	—	—	
DRAG REDUCTION DEVICES		37.4	18.5	2.8	3.6	—	—	—	—	—	—	—	—	—	—	—	—	
VARIABLE SPEED FAN		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
FUEL EFFICIENT ENGINE		16.3	2.2	2.2	2.5	—	—	—	—	—	—	—	—	—	—	—	—	
AXLE OR DRIVE RATIO CHANGE		16.3	5.4	24.6	—	—	—	—	—	—	—	—	—	—	—	—	—	
NOT REPORTED		171.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
MAINTENANCE <sup>2</sup>		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
MAINTENANCE PERFORMED BY <sup>3</sup>		48.2	4.3	8.2	.1	1.0	1.5	.1	.5	2.0	.4	.6	1.3	—	32.0	—	—	
SELF OR OWN REPAIR SHOP		28.5	3.4	3.2	.1	1.6	2.1	.1	1.5	1.8	.2	2.1	4.3	—	15.2	—	—	
TRANSMISSION		57.3	4.6	12.4	—	1.9	2.1	.1	1.4	2.2	.1	2.1	3.8	—	32.4	—	—	
BRAKING SYSTEM		2.8	5.4	5.4	—	3	1.4	.1	2.2	3.6	.1	1.5	4.3	—	9.7	—	—	
REAR AXLE AND DIFFERENTIAL		16.9	5.6	19.1	1.1	3.7	10.6	.7	4.6	5.8	1.0	1.5	4.3	—	98.4	.6	1.3	
NONE OF THE ABOVE		150.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
NOT REPORTED		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
MAINTENANCE PERFORMED BY <sup>3</sup>		62.0	4.7	12.0	.1	1.5	4.3	.2	1.4	1.4	.2	1.1	1.5	—	38.2	—	—	
SELF OR OWN REPAIR SHOP		16.4	2.7	2.7	1.1	—	—	—	—	—	—	—	—	—	—	12.5	—	—
TRUCK DEALER		1.7	.9	—	—	—	—	—	—	—	—	—	—	—	—	1.5	—	—
FACTORY BRANCH		1.6	.5	—	—	—	—	—	—	—	—	—	—	—	—	1.0	—	—
LEASING COMPANY		41.9	4.1	6.0	—	—	—	—	—	—	—	—	—	—	—	25.7	.1	—
INDEPENDENT GARAGE		6.8	1.8	1.6	—	—	—	—	—	—	—	—	—	—	—	4.1	—	—
NOT REPORTED		196.0	5.6	19.0	1.0	3.1	7.9	.7	6.0	4.3	.9	4.7	.1	—	97.4	.6	1.4	
ENGINE TYPE AND SIZE		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ENGINE <sup>1</sup>		264.0	1.0	36.9	1.1	4.3	13.1	.8	6.1	8.8	1.4	3.6	11.2	.2	173.9	.7	1.9	
GASOLINE		3.6	.2	.6	.1	.6	—	—	—	—	—	—	.1	.2	—	—	.1	—
DIESEL		2.4	1.0	1.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—
LPG OR OTHER		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
CYLINDERS <sup>1</sup>		19.6	3.0	2.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—
4		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
6		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
8		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
OTHER		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
NOT REPORTED		2.2	1.0	.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—
CUBIC INCH DISPLACEMENT <sup>1</sup>		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
GASOLINE ENGINES		11.0	2.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
LESS THAN 200		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
200 TO 299		50.5	4.4	6.9	—	—	—	—	—	—	—	—	—	—	—	32.9	.5	—
300 TO 349		35.1	3.8	3.0	—	—	—	—	—	—	—	—	—	—	—	23.3	.1	—
350 TO 399		65.3	5.3	13.3	5.5	—	—	—	—	—	—	—	—	—	—	53.7	.1	—
400 OR MORE		17.6	2.7	2.9	—	—	—	—	—	—	—	—	—	—	—	10.5	.1	—
NOT REPORTED		64.6	4.8	10.5	—	—	—	—	—	—	—	—	—	—	—	43.5	.2	—

SEE FOOTNOTES AT END OF TABLE.

Table 3. Trucks by Major Use: 1977 - Con.

32-12 (THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	MAJOR USE					
			AGRI-CULTURE	FOREST-RY AND LUMBER-ING	MINING AND QUARRY-ING	CON-STRUCTION	MANU-FAC-TURING	WHOLE-SALE TRADE
<b>ENGINE TYPE AND SIZE--CON.</b>								
DIESEL ENGINES								
LESS THAN 400	.7	.1	.1	.1	.2	.1	.1	.1
400 TO 599	.6	.1	.1	.1	.2	.1	.2	.1
600 TO 799	.9	.1	.1	.1	.4	.1	.1	.1
800 OR MORE	1.3	.1	.3	.1	.4	.1	.2	.1
NOT REPORTED								
OTHER ENGINES								
LESS THAN 400	1.3	.7	1.1					
400 OR MORE	1.1	.7	.5					
NOT REPORTED								
<b>TRUCK TYPE AND AXLE ARRANGEMENT</b>								
SINGLE-UNIT TRUCKS <sup>1</sup>								
2 AXLES	264.2	12	.2	.1	4.3	12.6	.7	5.8
3 AXLES	2.2	.1	.2		.1	.8	.1	.2
OTHER	.6							
TRUCK-TRACTOR COMBINATIONS <sup>2</sup>								
SINGLE TRAILERS								
3 AXLES	.3	.1	.1					
4 AXLES	1.7	.2	.3					
5 AXLES	1.5	.1						
6 AXLES	1							
OTHER	.2	.1						
DOUBLE TRAILERS								
5 AXLES								
6 AXLES								
OTHER								
TRIPLE TRAILERS								
7 AXLES								
OTHER								
TRAILER NOT SPECIFIED <sup>3</sup>								
POWERED AXLES <sup>4</sup>								
1	224.2	4.2	32.8	.6	3.8	9.2	.8	6.2
2	36.1	3.7	6.2	.6	5.7	1.1	.4	5.3
3								
4								
NOT REPORTED								
CAB TYPE <sup>5</sup>								
CAB FORWARD OF ENGINE								
CAB OVER ENGINE								
SHORT HOOD CONVENTIONAL								
MEDIUM HOOD CONVENTIONAL								
LONG HOOD CONVENTIONAL								
OTHER								
NOT REPORTED								
CAB WITH SLEEPER UNIT								

SEE FOOTNOTES AT END OF TABLE.

Table 3. Trucks by Major Use: 1977 - Con.

VEHICULAR AND OPERATIONAL CHARACTERISTICS		MAJOR USE															
		TOTAL TRUCKS	STANDARD ERROR	AGRI-CULTURE	FOREST-RY AND LUMBER-ING	MINING AND QUARRY-ING	CON-STRUC-TION	MANU-FAC-TURING	WHOLE-SALE TRADE	RETAIL TRADE	FOR HIRE TRANS-PORTA-TION	UTILITIES	SER-VICES	DAILY RENTAL	OTHER	NOT IN USE	NOT REPORTED
PICKUPS, PANELS, VANS, MULTISTOPS, OR WALK-INS		253.6	.5	35.5	1.0	3.6	10.8	.6	4.7	7.2	.5	3.0	10.2	-	174.3	.5	1.6
TOTAL PICKUPS		225.4	3.5	34.4	1.0	3.5	9.2	.5	3.0	5.7	.5	3.0	8.7	-	153.6	.5	1.6
PANELS OR VANS		27.5	3.5	1.1	-.1	.1	1.5	-.1	1.2	1.5	-.1	1.5	1.5	-	20.7	-	-
MULTISTOPS OR WALK-INS		-.7	.5	-.1	-.1	-.1	-.1	-.1	-.1	-.1	-.1	-.1	-.1	-.1	-.1	-.1	-
DRIVING WHEELS:																	
4-WHEEL DRIVE		31.3	3.7	24.6	5	2.5	6.2	.6	4.7	1.0	.5	2.0	9.2	-	21.2	-	-
2-WHEEL DRIVE		188.6	4.9	24.3	5	3.1	6.2	2.1	4.7	5.7	.5	2.5	1.0	-	130.3	.5	1.1
NOT REPORTED		33.8	3.8	5.7	-.1	-.5	-.1	-.1	-.1	-.1	-.1	-.1	-.1	-.1	22.7	-	*.6
AXLES ON VEHICLE:																	
2*		196.1	4.7	27.9	1.0	3.6	9.2	.1	4.1	6.2	.5	2.5	9.7	-	130.3	.5	*.6
3*		57.4	4.7	7.7	-.1	-.1	1.6	.5	1.6	1.0	.5	.5	.5	-	43.9	-	1.0
CAMPER BODY OR SPECIAL CAMPING EQUIPMENT:																	
SLIDE-IN CAMPERS		11.0	2.3	3.0	5	5	5	-.1	5	5	-.1	5	5	-	10.0	-	-
PICKUP SHELL COVER		42.2	4.2	2.5	1.1	1.5	1.5	-.1	5	5	-.1	5	5	-	37.6	-	-
CAMPER BODY		2.6	1.1	1.1	-.1	-.1	-.1	-.1	-.1	-.1	-.1	-.1	-.1	-.1	2.0	-	-
NOT REPORTED		47.8	4.7	32.0	.5	3.1	10.8	.5	3.7	7.2	.5	3.0	9.7	-	124.5	.5	1.6

NOTE: DATA RELATE TO STATE OF REGISTRATION, WHICH IN MOST CASES IS BASE OF OPERATION; HOWEVER, SOME TRUCKS REGISTERED IN A GIVEN STATE ARE ACTUALLY BASED IN ANOTHER STATE BECAUSE THEY OPERATE INTERSTATE OR THEIR OPERATORS HAVE MOVED TO ANOTHER STATE. DETAILED FIGURES MAY NOT ADD TO TOTALS BECAUSE OF ROUNDING. STANDARD ERROR IS AN ACTUAL NUMBER; FOR DISCUSSION OF PROPER USE AND INTERPRETATION, SEE INTRODUCTION.

- ESTIMATE IS LESS THAN 50 TRUCKS.

<sup>1</sup>WHEN NO RESPONSE WAS OBTAINED FOR ANNUAL MILES, DATA WERE IMPUTED.

<sup>2</sup>DETAIL DOES NOT ADD TO TOTALS BECAUSE ITEMS WERE NOT APPLICABLE OR MULTIPLE RESPONSES WERE POSSIBLE.

<sup>3</sup>WHEN NO RESPONSE WAS OBTAINED, ONE TRUCK WAS IMPUTED ON BODY TYPE OF SAMPLED VEHICLE.  
<sup>4</sup>BECAUSE SOME "LIGHT" TRUCK RESPONDENTS WERE UNFAMILIAR WITH BRAKING SYSTEM TERMINOLOGY, A LARGE PROPORTION OF DATA FOR "OTHER" SHOULD BE FOR "HYDRAULIC" (E.G., DATA ON POWER ASSISTED BRAKES).

<sup>5</sup>DATA RELATE ONLY TO SPECIFIED EQUIPMENT ON WHICH MAINTENANCE WAS PERFORMED.

<sup>6</sup>PICKUPS, PANELS, VANS, AND MULTISTOPS ARE NOT INCLUDED.

Table 4. Trucks by Size: 1977

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	VEHICLE SIZE			
			LIGHT	MEDIUM	LIGHT-HEAVY	HEAVY-HEAVY
TOTAL TRUCKS . . . . .	270.0	-	250.4 1.4	8.5 1.3	5.2 .6	6.0 .3
STANDARD ERROR . . . . .	-	-				
MAJOR USE						
AGRICULTURE . . . . .	39.0	3.9	35.2	1.7	1.2	1.0
FORESTRY AND LUMBERING . . . . .	1.2	.7	1.0	.1	-.1	.1
MINING AND QUARRYING . . . . .	4.9	1.3	3.6	.4	-.2	.7
CONSTRUCTION . . . . .	13.9	2.3	10.8	.7	-.8	1.6
MANUFACTURING . . . . .	.9	.5	.5	.2	-.1	.2
WHOLESALE TRADE . . . . .	6.6	1.5	4.1	1.0	-.8	.7
RETAIL TRADE . . . . .	9.2	1.9	7.1	.7	1.0	.4
FOR HIRE TRANSPORTATION . . . . .	1.7	.5	.6	.2	-.3	.5
UTILITIES . . . . .	3.7	1.2	2.5	.7	-.2	.2
SERVICES . . . . .	11.5	2.2	9.9	1.0	-.3	.3
DAILY RENTAL . . . . .	.2	.1	-.1	-.1	-.1	.1
PERSONAL TRANSPORTATION . . . . .	174.4	5.2	172.8	1.6	-.1	-.1
OTHER . . . . .	.7	.5	.6	.1	-.1	.1
NOT IN USE . . . . .	2.0	.9	1.7	.1	-.1	.2
NOT REPORTED . . . . .	-	-	-.1	-.1	-.1	-.1
BODY TYPE						
PICKUP . . . . .	225.4	3.5	222.4	3.0	-.1	-.1
PANEL OR VAN . . . . .	27.5	3.5	26.3	1.2	-.1	-.1
MULTISTOP OR WALK-IN . . . . .	.7	.5	.6	-.1	-.1	-.1
PLATFORM WITH ADDED DEVICES . . . . .	2.0	.2	.2	.7	-.6	.6
LOW BOY OR DEPRESSED CENTER . . . . .	.4	.1	-.1	.7	-.1	.2
OTHER PLATFORM . . . . .	4.3	.2	.3	1.4	1.1	1.3
CATTLE RACK . . . . .	.6	.1	-.1	-.2	-.2	-.2
INSULATED NONREFRIGERATED VAN . . . . .	.1	-.1	-.1	-.1	-.1	-.1
INSULATED REFRIGERATED VAN . . . . .	.6	.1	-.1	.3	-.2	.2
FURNITURE VAN . . . . .	.3	.1	-.1	.2	-.1	.1
OPEN TOP VAN . . . . .	-.1	-.1	-.1	-.1	-.1	-.1
OTHER ENCLOSED VANS . . . . .	.8	.1	.1	-.2	.3	-.2
BEVERAGE . . . . .	.3	.1	-.1	.2	-.2	-.1
UTILITY . . . . .	.5	.1	-.1	.2	-.2	.1
WINCH OR CRANE . . . . .	1.0	.1	.2	-.2	-.2	-.3
WRECKER . . . . .	.2	.1	.1	-.1	-.1	-.1
POLE OR LOGGING . . . . .	.2	.1	-.1	-.1	-.1	-.1
AUTO TRANSPORT . . . . .	-.1	-.1	-.1	-.1	-.1	-.1
BOAT TRANSPORT . . . . .	-.1	-.1	-.1	-.1	-.1	-.1
MOBILE HOME PULLER . . . . .	.2	.1	-.1	-.1	-.1	-.1
GARBAGE HAULER						
FRONT LOADER . . . . .	-.1	-.1	-.1	-.1	-.1	-.1
REAR LOADER . . . . .	-.1	-.1	-.1	-.1	-.1	-.1
ROLL OFF . . . . .	-.1	-.1	-.1	-.1	-.1	-.1
NOT SPECIFIED . . . . .	-.1	-.1	-.1	-.1	-.1	-.1
DUMP						
TANK FOR LIQUIDS . . . . .	2.0	.2	.1	.4	1.4	1.1
TANK FOR DRY BULK . . . . .	2.3	.5	-.4	-.4	1.0	.9
CONCRETE MIXER						
FRONT DISCHARGER . . . . .	-.1	-.1	-.1	-.1	-.1	-.1
REAR DISCHARGER . . . . .	.4	.1	-.1	-.1	-.1	-.1
NOT SPECIFIED . . . . .	-.1	-.1	-.1	-.1	-.1	-.1
OTHER . . . . .	.1	-.1	-.1	-.1	-.1	-.1
NOT REPORTED . . . . .	-.1	-.1	-.1	-.1	-.1	-.1
ANNUAL MILES <sup>1</sup>						
LESS THAN 5,000 . . . . .	76.4	5.0	69.4	2.9	2.2	1.9
5,000 TO 9,999 . . . . .	62.5	4.8	59.2	1.2	1.2	1.0
10,000 TO 19,999 . . . . .	97.4	5.4	92.1	3.0	1.0	1.2
20,000 TO 29,999 . . . . .	22.5	3.1	20.1	1.2	.5	.7
30,000 TO 49,999 . . . . .	7.9	1.9	7.0	.2	.2	.4
50,000 TO 74,999 . . . . .	2.5	1.0	2.0	-.1	-.1	.4
75,000 OR MORE . . . . .	.8	.5	.5	-.1	-.1	.3
RANGE OF OPERATION						
LOCAL . . . . .	212.7	4.5	200.6	5.8	3.7	2.6
SHORT RANGE (200 MILES OR LESS) . . . . .	31.8	3.6	28.3	1.6	.6	1.2
LONG RANGE (MORE THAN 200 MILES) . . . . .	5.1	1.5	4.5	.1	-.1	.5
OFF-THE-ROAD . . . . .	19.7	2.8	16.4	1.0	.8	1.6
NOT REPORTED . . . . .	.7	.5	.6	.1	-.1	-.1
BASE OF OPERATION						
PERCENTAGE OF MILES TRAVELED IN BASE-OF-OPERATION STATE:						
LESS THAN 25 PERCENT . . . . .	1.7	.9	1.5	-.1	-.1	.1
25 TO 49 PERCENT . . . . .	4.9	1.5	4.5	-.1	-.1	.3
50 TO 74 PERCENT . . . . .	29.3	3.5	27.2	1.3	.3	.5
75 TO 100 PERCENT . . . . .	234.0	3.8	217.1	7.1	4.8	4.9
NOT REPORTED . . . . .	.2	.1	.1	-.1	-.1	.1

SEE FOOTNOTES AT END OF TABLE.

Table 4. Trucks by Size: 1977-Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	VEHICLE SIZE			
			LIGHT	MEDIUM	LIGHT-HEAVY	HEAVY-HEAVY
<b>GROSS WEIGHT</b>						
6,000 OR LESS.	200.4	4.6	200.4	-	-	-
6,001 TO 10,000.	50.0	4.4	50.0	-	-	-
10,001 TO 14,000.	4.6	1.2	-	4.6	-	-
14,001 TO 16,000.	1.4	.2	-	1.4	-	-
16,001 TO 19,500.	2.5	.5	-	2.5	-	-
19,501 TO 26,000.	5.2	.6	-	-	5.2	-
26,001 TO 33,000.	1.2	.1	-	-	-	1.2
33,001 TO 40,000.	1.1	.1	-	-	-	1.1
40,001 TO 50,000.	1.2	.1	-	-	-	1.2
50,001 TO 60,000.	.7	.1	-	-	-	.7
60,001 TO 80,000.	1.6	.2	-	-	-	1.6
80,001 TO 100,000.	.2	.1	-	-	-	.2
100,001 TO 130,000.	-	-	-	-	-	-
130,001 AND OVER.	-	-	-	-	-	-
NOT REPORTED.	-	-	-	-	-	-
<b>YEAR MODEL</b>						
1978.	-	-	-	-	-	-
1977.	10.2	2.2	10.1	-	-	.1
1976.	22.9	3.2	21.1	1.3	.2	.3
1975.	21.3	3.0	20.0	.2	.4	.7
1974.	24.0	3.2	21.6	1.8	.3	.3
1973.	29.2	3.5	27.6	.7	.6	.4
1972.	24.2	3.2	23.2	.4	.3	.5
1971.	14.9	2.6	14.1	.2	.3	.3
1970.	19.8	2.9	18.6	.4	.4	.5
1969.	17.5	2.8	16.6	.2	.2	.4
1968.	8.9	2.0	8.1	.2	.2	.4
1967.	8.8	2.0	8.1	.2	.2	.2
PRE-1967.	68.1	4.8	61.4	2.8	2.0	1.9
NOT REPORTED.	-	-	-	-	-	-
<b>VEHICLE ACQUISITION</b>						
PURCHASED NEW.	118.9	5.6	110.8	3.1	2.5	2.5
PURCHASED USED.	148.7	5.6	138.0	4.8	2.5	3.4
LEASED FROM SOMEONE ELSE.	1.1	.7	.5	.5	-	-
LEASED TO SOMEONE ELSE.	5.2	1.4	4.0	.2	.4	.6
NOT REPORTED.	1.3	.7	1.1	.1	.1	.1
<b>LEASE CHARACTERISTICS<sup>2</sup></b>						
LEASED WITHOUT DRIVER.	4.4	1.3	3.0	.6	.3	.3
LEASED WITH DRIVER.	1.9	.9	1.5	-	.1	.2
LESSEE:	-	-	-	-	-	-
PRIVATE.	6.2	1.6	4.5	.7	.4	.6
GOVERNMENT.	-	-	-	-	-	-
LENGTH OF LEASE:	-	-	-	-	-	-
LESS THAN 30 DAYS.	1.3	.7	1.0	.1	.2	.1
30 DAYS TO 1 YEAR.	.7	.5	.5	-	-	.1
1 TO 3 YEARS.	3.3	1.2	2.5	.6	.1	.1
MORE THAN 3 YEARS.	1.0	.5	.5	-	.2	.2
PROVISIONS OF LEASE:	-	-	-	-	-	-
FINANCING.	1.8	.9	1.5	.1	.1	.1
MAINTENANCE.	2.6	1.0	2.0	.1	.3	.2
PROCUREMENT AND SALE.	.1	-	-	-	-	.1
<b>OPERATOR CLASSIFICATION</b>						
NOT FOR HIRE:	-	-	-	-	-	-
PRIVATE OWNER OR INDIVIDUAL.	264.1	1.3	246.7	8.0	4.7	4.7
FOR HIRE INTERSTATE:	-	-	-	-	-	-
EXEMPT CARRIER.	.3	.1	-	-	-	.2
CONTRACT CARRIER.	.1	-	-	-	-	.1
COMMON CARRIER.	.3	.1	-	.1	.1	.1
FOR HIRE INTRASTATE:	-	-	-	-	-	-
LOCAL CARGAGE.	4.9	1.3	3.6	.3	.3	.7
FOR HIRE DAILY RENTAL.	.2	.1	-	-	.1	.1
NOT REPORTED.	.1	-	-	-	-	.1
<b>PRODUCTS CARRIED</b>						
FARM PRODUCTS.	18.3	2.7	15.4	1.1	1.0	.8
LIVE ANIMALS.	12.1	2.4	11.6	.3	.1	.2
MINING PRODUCTS.	1.4	.7	1.0	.1	-	.3
LOGS AND OTHER FOREST PRODUCTS.	2.8	1.1	2.5	.1	-	.1
PROCESSED FOODS.	2.7	.9	1.6	.3	.6	.3
TEXTILE MILL PRODUCTS.	1.0	.7	1.0	-	-	-
BUILDING MATERIALS.	16.6	2.5	13.8	.7	.8	1.3
HOUSEHOLD GOODS.	5.7	1.6	5.0	.6	.1	-
FURNITURE OR HARDWARE.	2.1	1.0	2.0	.1	-	-
PAPER PRODUCTS.	1.0	.7	1.0	-	-	-
CHEMICALS.	.2	.1	-	-	.1	-
PETROLEUM.	3.4	1.0	1.5	.3	.8	.7
PRIMARY METAL PRODUCTS.	1.8	.9	1.0	.6	.2	.2
FABRICATED METAL PRODUCTS.	.2	.1	-	.1	.1	.1
MACHINERY, EXCEPT ELECTRICAL.	1.2	.5	.5	.2	.1	.5
ELECTRICAL MACHINERY.	2.3	1.0	2.0	.1	-	.1
TRANSPORTATION EQUIPMENT.	2.5	1.0	2.1	.1	.1	.1
SCRAP, REFUSE, OR GARBAGE.	13.0	2.4	12.4	.3	.2	.2
MIXED CARGOES.	18.1	2.8	17.2	.3	.4	.2
CRAFTSMAN'S EQUIPMENT.	12.7	2.4	11.2	1.3	.2	.2
SPECIAL EQUIPMENT.	3.0	.9	1.6	.5	.3	.5
PERSONAL TRANSPORTATION.	144.3	5.6	143.0	1.2	-	-
OTHER.	2.2	.9	1.6	.2	.2	.2
NOT REPORTED.	1.3	.7	1.1	-	-	.1

SEE FOOTNOTES AT END OF TABLE.

Table 4. Trucks by Size: 1977—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	VEHICLE SIZE			
			LIGHT	MEDIUM	LIGHT-HEAVY	HEAVY-HEAVY
<b>HAZARDOUS MATERIALS CARRIED</b>						
HAZARDOUS MATERIALS CARRIED:	2.4	.9	1.5	.2	.3	.3
LESS THAN 25 PERCENT OF TIME	.7	.5	.5	.1	-	.1
25 TO 49 PERCENT OF TIME	.5	.5	.5	-	-	-
50 TO 74 PERCENT OF TIME	.1	-	-	-	-	.1
75 TO 100 PERCENT OF TIME	.6	.1	-	.1	.2	.2
NO PERCENT REPORTED	.5	.5	.5	-	-	-
NO HAZARDOUS MATERIAL CARRIED	229.6	4.0	212.4	7.4	4.5	5.3
NOT REPORTED	38.0	4.0	36.5	.8	.3	.3
<b>TRUCK FLEET SIZE<sup>3</sup></b>						
1	200.7	4.7	195.0	3.4	1.3	1.1
2 TO 5	44.8	4.1	38.8	2.9	1.7	1.5
6 TO 19	15.3	2.3	10.4	1.6	1.4	1.9
20 OR MORE	9.2	1.7	6.2	.6	.8	1.6
<b>MILES PER GALLON</b>						
LESS THAN 5	8.6	1.0	2.2	1.0	1.7	3.8
5 TO 6.9	4.6	1.0	2.0	.9	.8	.9
7 TO 8.9	12.4	2.1	8.3	1.8	1.6	.6
9 TO 11.9	46.1	4.3	43.2	2.1	.5	.2
12 TO 14.9	68.8	5.0	66.4	2.3	.1	.1
15 TO 19.9	87.7	5.3	87.5	.1	.1	-
20 OR MORE	25.3	3.4	25.3	-	-	-
NOT REPORTED	16.5	2.7	15.4	.4	.3	.4
<b>EQUIPMENT TYPE</b>						
TRANSMISSION:						
MANUAL	177.2	5.4	159.4	7.3	4.9	5.6
AUTOMATIC	83.8	5.3	82.4	1.1	.1	.2
SEMIAUTOMATIC	-	-	-	-	-	-
NOT REPORTED	9.0	2.0	8.6	.1	.2	.1
BRAKING SYSTEM:						
HYDRAULIC <sup>4</sup>	216.5	4.4	204.1	7.2	4.0	1.2
AIR	7.6	.9	1.7	.5	.9	4.6
OTHER	29.7	3.6	28.9	.7	.2	-
NOT REPORTED	16.2	2.7	15.8	.2	.1	.2
ANTI-WHEEL-LOCK DEVICE <sup>5</sup>	19.7	2.9	17.7	.6	.3	1.1
POWER STEERING <sup>2</sup>	92.1	5.3	84.0	3.9	1.4	2.8
AIR CONDITIONING <sup>2</sup>	75.3	5.1	72.9	1.0	.2	1.2
<b>FUEL CONSERVATION EQUIPMENT<sup>2</sup></b>						
RADIAL TIRES	49.3	4.4	47.8	.2	.2	1.1
DRAG REDUCTION DEVICES	1.2	.7	1.0	-	-	.1
VARIABLE SPEED FAN	37.4	3.9	36.3	.2	.2	.7
FUEL EFFICIENT ENGINE	18.5	2.8	16.7	.8	.2	.7
AXLE OR DRIVE RATIO CHANGE	16.3	2.2	10.3	1.9	1.9	2.1
NOT REPORTED	171.7	5.4	160.5	5.6	3.0	2.7
<b>MAINTENANCE<sup>2</sup></b>						
MAINTENANCE PERFORMED ON--						
ENGINE	48.2	4.3	44.4	1.1	.9	1.9
TRANSMISSION	28.5	3.4	25.8	1.0	.6	1.1
BRAKING SYSTEM	57.3	4.6	54.2	1.2	.7	1.2
REAR AXLE AND DIFFERENTIAL	18.9	2.8	16.8	.8	.4	.8
NONE OF THE ABOVE	150.9	5.6	139.6	5.4	3.1	2.7
NOT REPORTED	-	-	-	-	-	-
MAINTENANCE PERFORMED BY--						
SELF OR OWN REPAIR SHOP	62.0	4.7	56.7	2.3	.9	2.1
TRUCK DEALER	16.4	2.7	15.1	.2	.5	.6
FACTORY BRANCH	1.7	.9	1.5	-	-	.1
LEASING COMPANY	1.6	.9	1.5	-	.1	-
INDEPENDENT GARAGE	41.9	4.1	39.0	1.2	.8	.9
OTHER	6.8	1.8	5.6	.6	.5	.4
NOT REPORTED	146.0	5.6	137.0	4.2	2.4	2.4
<b>ENGINE TYPE AND SIZE</b>						
ENGINE:						
GASOLINE	264.0	1.0	248.4	8.4	4.7	2.6
DIESEL	3.6	.2	-	-	.2	3.3
LPG OR OTHER	2.4	1.0	2.0	.1	.2	.1
NOT REPORTED	-	-	-	-	-	-
CYLINDERS:						
4	19.6	3.0	19.6	-	-	-
6	70.4	4.9	64.6	1.9	1.2	2.7
8	177.2	5.3	163.6	6.5	3.9	3.2
OTHER	.5	.5	.5	-	-	-
NOT REPORTED	2.2	1.0	2.0	.1	-	.1
CUBIC INCH DISPLACEMENT:						
GASOLINE ENGINES						
LESS THAN 200	11.0	2.3	11.0	-	-	-
200 TO 299	50.5	4.4	48.6	1.3	.6	-
300 TO 349	35.1	3.8	32.0	1.9	1.0	.2
350 TO 399	85.3	5.3	80.5	2.6	1.4	.7
400 OR MORE	17.6	2.7	16.1	.2	.3	1.0
NOT REPORTED	64.6	4.8	60.2	2.3	1.4	.7

SEE FOOTNOTES AT END OF TABLE.

Table 4. Trucks by Size: 1977-Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	VEHICLE SIZE			
			LIGHT	MEDIUM	LIGHT-HEAVY	HEAVY-HEAVY
ENGINE TYPE AND SIZE--CON. CUBIC INCH DISPLACEMENT--CON.						
DIESEL ENGINES						
LESS THAN 400.	.1	.1	-	-	-	.1
400 TO 599	.7	.1	-	-	.1	.7
600 TO 799	.6	.1	-	-	.1	.5
800 OR MORE	.9	.1	-	-	-	.9
NOT REPORTED	1.3	.1	-	-	.1	1.1
OTHER ENGINES						
LESS THAN 400.	1.3	.7	1.0	.1	.2	-
400 OR MORE	-	-	-	-	-	-
NOT REPORTED	1.1	.7	1.0	-	-	-
TRUCK TYPE AND AXLE ARRANGEMENT						
SINGLE-UNIT TRUCKS:						
2 AXLES	264.2	.3	250.3	8.2	4.2	1.5
3 AXLES	2.2	.2	-	.1	.4	1.7
OTHER	.6	.1	.1	.1	.3	.1
TRUCK-TRACTOR COMBINATIONS:						
SINGLE TRAILERS						
3 AXLES	.3	.1	-	-	.1	.3
4 AXLES	.7	.1	-	-	.1	.5
5 AXLES	1.5	.2	-	-	-	1.5
6 AXLES	-	-	-	-	-	-
OTHER	.2	.1	-	-	-	.1
DOUBLE TRAILERS						
5 AXLES	-	-	-	-	-	-
6 AXLES	-	-	-	-	-	-
OTHER	-	-	-	-	-	-
TRIPLE TRAILERS						
7 AXLES	-	-	-	-	-	-
OTHER	-	-	-	-	-	-
TRAILER NOT SPECIFIED	.3	.1	-	-	.1	.2
POWERED AXLES:						
1	224.2	4.2	209.5	7.7	4.7	2.4
2	36.1	3.7	31.3	.8	.5	3.5
3	-	-	-	-	-	-
4	-	-	-	-	-	-
NOT REPORTED	9.7	2.1	9.6	-	-	-
CAB TYPE <sup>a</sup>						
CAB FORWARD OF ENGINE	.2	.1	-	.1	.1	.1
CAB OVER ENGINE	1.3	.1	-	.1	.2	1.0
SHORT HOOD CONVENTIONAL	4.3	.6	.3	1.1	1.7	1.2
MEDIUM HOOD CONVENTIONAL	6.4	.3	.5	1.9	2.1	1.9
LONG HOOD CONVENTIONAL	3.9	.2	.3	1.0	.9	1.8
OTHER	.2	.1	-	.1	.1	-
NOT REPORTED	-	-	-	-	-	-
CAB WITH SLEEPER UNIT	1.3	.5	-	-	.6	.7
PICKUPS, PANELS, VANS, MULTISTOPS, OR WALK-INS						
TOTAL	253.6	.5	249.3	4.3	-	-
PICKUPS	225.4	3.5	222.4	3.0	-	-
PANELS OR VANS	27.5	3.5	26.3	1.2	-	-
MULTISTOPS OR WALK-INS	.7	.5	.6	.1	-	-
DRIVING WHEELS:						
4-WHEEL DRIVE	31.3	3.7	31.3	.5	-	-
2-WHEEL DRIVE	188.1	4.9	184.5	3.5	-	-
NOT REPORTED	33.8	3.8	33.5	.3	-	-
AXLES ON VEHICLE:						
2	196.1	4.7	192.6	3.5	-	-
3	-	-	-	-	-	-
NOT REPORTED	57.4	4.7	56.7	.7	-	-
CAMPER BODY OR SPECIAL CAMPING EQUIPMENT:						
SLIDE-IN CAMPER	11.0	2.3	11.0	-	-	-
PICKUP SHELL COVER	42.2	4.2	42.2	-	-	-
CAMPER BODY	2.6	1.1	2.5	-	-	-
NOT REPORTED	197.8	4.7	193.5	4.3	-	-

NOTE: DATA RELATE TO STATE OF REGISTRATION, WHICH IN MOST CASES IS BASE OF OPERATION; HOWEVER, SOME TRUCKS REGISTERED IN A GIVEN STATE ARE ACTUALLY BASED IN ANOTHER STATE BECAUSE THEY OPERATE INTERSTATE OR THEIR OPERATORS HAVE MOVED TO ANOTHER STATE. DETAILED FIGURES MAY NOT ADD TO TOTALS BECAUSE OF ROUNDING. STANDARD ERROR IS AN ACTUAL NUMBER; FOR DISCUSSION OF PROPER USE AND INTERPRETATION, SEE INTRODUCTION.

- ESTIMATE IS LESS THAN 50 TRUCKS.

<sup>a</sup>WHEN NO RESPONSE WAS OBTAINED FOR ANNUAL MILES, DATA WERE IMPUTED.

<sup>b</sup>DETAIL DOES NOT ADD TO TOTALS BECAUSE ITEMS WERE NOT APPLICABLE OR MULTIPLE RESPONSES WERE POSSIBLE.

<sup>c</sup>WHEN NO RESPONSE WAS OBTAINED, ONE TRUCK WAS IMPUTED BASED ON BODY TYPE OF SAMPLED VEHICLE.

<sup>d</sup>BECAUSE SOME "LIGHT" TRUCK RESPONDENTS WERE UNFAMILIAR WITH BRAKING SYSTEM TERMINOLOGY, A LARGE PROPORTION OF DATA FOR "OTHER" SHOULD BE FOR "HYDRAULIC" I.E.G., DATA ON POWER ASSISTED BRAKES, DISC BRAKES, VACUUM-HYDRAULIC, ETC.).

<sup>e</sup>DATA RELATE ONLY TO SPECIFIED EQUIPMENT ON WHICH MAINTENANCE WAS PERFORMED.

<sup>f</sup>PICKUPS, PANELS, VANS, AND MULTISTOPS ARE NOT INCLUDED.

Table 5. Trucks by Annual Miles: 1977

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	ANNUAL MILES <sup>1</sup>							
			LESS THAN 5,000	5,000 TO 9,999	10,000 TO 19,999	20,000 TO 29,999	30,000 TO 49,999	50,000 TO 74,999	75,000 TO 99,999	100,000 OR MORE
TOTAL TRUCKS	270.0	-	76.4	62.5	97.4	22.5	7.9	2.5	.8	.5
STANDARD ERROR	-	-	5.0	4.8	5.4	3.1	1.9	1.0	.5	.5
MAJOR USE										
AGRICULTURE	39.0	3.9	10.5	6.2	16.0	3.7	1.6	1.1	.1	.1
FORESTRY AND LUMBERING	1.2	.7	.6	-	-	-	.6	-	-	-
MINING AND QUARRYING	4.9	1.3	1.0	.4	.7	1.1	1.1	.1	.5	.5
CONSTRUCTION	13.9	2.3	3.8	3.8	2.9	1.8	.6	1.1	-	-
MANUFACTURING	.9	.5	.2	.1	.6	-	-	-	-	-
WHOLESALE TRADE	6.6	1.5	.8	1.9	1.6	1.3	.7	.2	.1	.1
RETAIL TRADE	9.2	1.9	1.4	5.6	3.4	.6	.1	.1	-	-
FOR HIRE TRANSPORTATION	1.7	.5	.3	.3	.8	.1	.1	-	.1	.1
UTILITIES	3.7	1.2	.3	.2	1.6	1.0	.5	-	-	-
SERVICES	11.5	2.2	3.7	2.2	3.4	2.2	-	-	-	-
DAILY RENTAL	.2	.1	-	-	.1	-	-	-	-	-
PERSONAL TRANSPORTATION	174.4	5.2	51.2	43.8	66.4	10.5	2.5	-	-	-
OTHER	.7	.5	.7	-	-	-	-	-	-	-
NOT IN USE	2.0	.9	2.0	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-
BODY TYPE										
PICKUP	225.4	3.5	63.0	50.2	86.0	17.6	6.1	2.0	.5	.5
PANEL OR VAN	27.5	3.5	6.2	8.6	8.2	3.5	1.0	-	-	-
MULTISTOP OR WALK-IN	.7	.5	.1	.6	-	-	-	-	-	-
PLATFORM WITH ADDED DEVICES	2.0	.2	.9	.5	.4	.1	-	-	-	-
LOW BOY OR DEPRESSED CENTER	.4	.1	.2	.1	-	-	.1	-	-	-
OTHER PLATFORM	4.3	.2	2.3	.8	.6	.2	.2	.1	.1	.1
CATTLE RACK	.6	.1	.3	.1	.1	-	-	-	-	-
INSULATED NONREFRIGERATED VAN	.1	-	-	-	-	-	-	-	-	-
INSULATED REFRIGERATED VAN	.6	.1	-	.2	.1	.1	.1	.1	.1	.1
FURNITURE VAN	.3	.1	.1	.1	.2	-	-	-	-	-
OPEN TOP VAN	-	-	-	-	-	-	-	-	-	-
OTHER ENCLOSED VANS	.8	.1	.2	.2	.2	.1	.1	.1	.1	.1
BEVERAGE	.3	.1	-	.1	.1	.1	.1	-	-	-
UTILITY	.5	.1	.2	.1	.2	.1	-	-	-	-
WINCH OR CRANE	1.0	.1	.5	.2	.1	.1	.1	-	-	-
WRECKER	.2	.1	.1	-	-	-	-	-	-	-
POLE OR LOGGING	.2	.1	.1	-	-	-	-	-	-	-
AUTO TRANSPORT	-	-	-	-	-	-	-	.1	-	-
BOAT TRANSPORT	-	-	-	-	-	-	-	-	-	-
MOBILE HOME PULLER	.2	.1	.1	.1	-	-	-	-	-	-
GARBAGE HAULER:										
FRONT LOADER	-	-	-	-	-	-	-	-	-	-
REAR LOADER	-	-	-	-	-	-	-	-	-	-
ROLL OFF	-	-	-	-	-	-	-	-	-	-
NOT SPECIFIED	-	-	-	-	-	-	-	-	-	-
DUMP	-	-	-	-	-	-	-	-	-	-
TANK FOR LIQUIDS	2.0	.2	.8	.4	.5	.2	.1	.1	.1	.1
TANK FOR DRY BULK	2.3	.5	1.0	.5	.4	.3	.2	.1	.1	.1
CONCRETE MIXER:										
FRONT DISCHARGER	-	-	-	-	-	-	-	-	-	-
REAR DISCHARGER	.4	.1	.2	-	.2	-	-	-	-	-
NOT SPECIFIED	-	-	-	-	-	-	-	-	-	-
OTHER	.1	-	.1	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-
RANGE OF OPERATION										
LOCAL	212.7	4.5	63.0	53.8	78.2	14.2	2.8	.7	-	-
SHORT RANGE (200 MILES OR LESS)	31.8	3.6	5.9	4.5	13.8	5.0	1.9	.2	.6	.2
LONG RANGE (MORE THAN 200 MILES)	5.1	1.5	.5	1.6	.1	1.1	.5	1.1	.6	.2
OFF-THE-ROAD	19.7	2.8	6.7	2.7	5.4	1.8	2.6	.6	.6	.2
NOT REPORTED	.7	.5	.2	-	.5	.5	-	-	-	-
BASE OF OPERATION										
PERCENTAGE OF MILES TRAVELED IN BASE-OF-OPERATION STATE <sup>2</sup>										
LESS THAN 25 PERCENT	1.7	.9	.5	.5	.6	-	-	-	-	-
25 TO 49 PERCENT	4.9	1.5	-	.5	3.0	.1	-	.6	.6	.6
50 TO 74 PERCENT	29.3	3.5	5.2	1.8	14.2	5.2	2.2	.6	.1	.1
75 TO 100 PERCENT	234.0	3.8	70.4	59.7	79.6	17.2	5.7	1.3	.1	.1
NOT REPORTED	.2	.1	.2	-	-	-	-	-	-	-
VEHICLE SIZE										
LIGHT	250.4	1.4	69.4	59.2	92.1	20.1	7.0	2.0	.5	.5
MEDIUM	8.5	1.3	2.9	1.2	3.0	1.2	.2	-	-	-
LIGHT-HEAVY	5.2	.6	2.2	1.2	1.0	.5	.2	.1	-	-
HEAVY-HEAVY	6.0	.3	1.9	1.0	1.2	.7	.4	.4	.3	.3

SEE FOOTNOTES AT END OF TABLE.

Table 5. Trucks by Annual Miles: 1977—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	ANNUAL MILES <sup>1</sup>							
			LESS THAN 5,000	5,000 TO 9,999	10,000 TO 19,999	20,000 TO 29,999	30,000 TO 49,999	50,000 TO 74,999	75,000 OR MORE	
<b>GROSS WEIGHT</b>										
6,000 OR LESS . . . . .	200.4	4.6	61.5	47.0	73.3	13.1	4.0	1.0	.5	
6,001 TO 10,000 . . . . .	50.0	4.4	7.9	12.2	18.8	7.0	3.0	1.0		
10,001 TO 14,000 . . . . .	4.6	1.2	1.3	.4	1.8	1.0	.1			
14,001 TO 16,000 . . . . .	1.4	.2	.7	.3	.2					
16,001 TO 19,500 . . . . .	2.5	.5	.9	.4	1.0	.1	.1			
19,501 TO 26,000 . . . . .	5.2	.6	2.2	1.2	1.0	.5	.2	.1		
26,001 TO 33,000 . . . . .	1.2	.1	.4	.3	.2	.2				
33,001 TO 40,000 . . . . .	1.1	.1	.5	.2	.3	.1	.1			
40,001 TO 50,000 . . . . .	1.2	.1	.5	.2	.2	.1				
50,001 TO 60,000 . . . . .	.7	.1	.3	.1	.2		.1			
60,001 TO 80,000 . . . . .	1.6	.2	.2	.2	.3	.3	.2	.3	.2	
80,001 TO 100,000 . . . . .	.2	.1					.1			
100,001 TO 130,000 . . . . .	-									
130,001 AND OVER . . . . .	-									
NOT REPORTED . . . . .	-									
<b>YEAR MODEL</b>										
1978 . . . . .	-	-	-	-	-	-	-	-	-	
1977	10.2	2.2	1.5	2.0	4.0	1.0	1.0			.6
1976	22.9	3.2	.6	3.6	11.8	5.1	1.7	.1		.1
1975	21.3	3.0	.2	4.7	10.9	3.3	1.2			
1974	24.0	3.2	1.6	6.3	10.4	3.1	1.5	1.0		
1973	29.2	3.5	6.2	8.3	9.9	4.2	.6			
1972	24.2	3.2	5.7	4.3	13.4	.7	.1			
1971	14.9	2.6	2.8	5.2	6.2	.6				
1970	19.8	2.9	4.9	5.9	7.4	1.0	.6			
1969	17.5	2.8	4.3	3.8	7.2	2.2				
1968	8.9	2.0	4.4	1.2	3.2		.1			
1967	8.8	2.0	3.8	2.8	1.6	.6				
PRE-1967	68.1	4.8	40.4	14.4	11.4	.7	1.1			
NOT REPORTED	-	-	-	-	-	-	-			
<b>VEHICLE ACQUISITION</b>										
PURCHASED NEW . . . . .	118.9	5.6	19.2	24.4	53.7	12.9	6.1	1.8	.7	
PURCHASED USED . . . . .	148.7	5.6	56.5	37.6	43.1	9.1	1.7	.7	.1	
LEASED FROM SOMEONE ELSE . . . . .	1.1	.7			.5	.5				
LEASED TO SOMEONE ELSE . . . . .	5.2	1.4	.2	.8	1.3	1.2	1.0	.6	.1	
NOT REPORTED . . . . .	1.3	.7	.7	.5						
<b>LEASE CHARACTERISTICS<sup>2</sup></b>										
LEASED WITHOUT DRIVER . . . . .	4.4	1.3	.1	.7	1.2	1.7	.6			
LEASED WITH DRIVER . . . . .	1.9	.9	.1	.1	.6	.5	.6	.1		
LESSEE:										
PRIVATE . . . . .	6.2	1.6	.2	.8	1.8	1.7	1.1	.6	.1	
GOVERNMENT . . . . .	-	-	-	-	-	-	-			
LENGTH OF LEASE:										
LESS THAN 30 DAYS . . . . .	1.3	.7	.1	.6	.6	.1				
30 DAYS TO 1 YEAR . . . . .	.7	.5	.1		.5					
1 TO 3 YEARS . . . . .	3.3	1.2		.1	.5	1.0	1.0	.5		
MORE THAN 3 YEARS . . . . .	1.0	.5		.1	.1	.6				
PROVISIONS OF LEASE:										
FINANCING . . . . .	1.8	.9		.1		1.1	.6			
MAINTENANCE . . . . .	2.6	1.0	.1	.7	.2	.1	1.0	.6		
PROCUREMENT AND SALE . . . . .	.1	-								
<b>OPERATOR CLASSIFICATION</b>										
NOT FOR HIRE:										
PRIVATE OWNER OR INDIVIDUAL . . . . .	264.1	1.3	75.7	62.1	94.4	21.7	7.7	1.9	.7	
FOR HIRE INTERSTATE:										
EXEMPT CARRIER . . . . .	.3	.1			.1					
CONTRACT CARRIER . . . . .	.1									
COMMON CARRIER . . . . .	.3	.1								
FOR HIRE INTRASTATE:										
LOCAL CARTAGE . . . . .	4.9	1.3	.5	.2	2.8	.7	.1	.6		
FOR HIRE DAILY RENTAL . . . . .	.2	.1			.1					
NOT REPORTED . . . . .	.1	-	.1	-	-					
<b>PRODUCTS CARRIED</b>										
FARM PRODUCTS . . . . .	18.3	2.7	7.2	3.5	5.8	1.6	.1	.1	.1	
LIVE ANIMALS . . . . .	12.1	2.4	1.3	1.1	6.6	1.1	1.5	.5		
MINING PRODUCTS . . . . .	1.4	.7	.7	.6		.1	.1			
LOGS AND OTHER FOREST PRODUCTS . . . . .	2.8	1.1	1.6	1.0	.1					
PROCESSED FOODS . . . . .	2.7	.9	.1	1.3	.4	.2	.6	.1		
TEXTILE MILL PRODUCTS . . . . .	1.0	.7		.5	.5					
BUILDING MATERIALS . . . . .	16.6	2.5	3.1	4.1	6.5	2.3	.6	.1		
HOUSEHOLD GOODS . . . . .	5.7	1.6	1.6	.5	2.6	1.0				
FURNITURE OR HARDWARE . . . . .	2.1	1.0	.1	.5	1.6					
PAPER PRODUCTS . . . . .	1.0	.7			.5	.5				
CHEMICALS . . . . .	.2	.1	.1	.1						
PETROLEUM . . . . .	3.4	1.0	.8	.7	1.3	.3	.2	.1		
PRIMARY METAL PRODUCTS . . . . .	1.8	.9	.1		.6	1.0	.1			
FABRICATED METAL PRODUCTS . . . . .	.2	.1	.1							
MACHINERY, EXCEPT ELECTRICAL . . . . .	1.2	.5	.4	.2						
ELECTRICAL MACHINERY . . . . .	2.3	1.0	1.1	.6	.6					
TRANSPORTATION EQUIPMENT . . . . .	2.5	1.0	1.2	.6	.6	.1				
SCRAP, REFUSE, OR GARBAGE . . . . .	13.0	2.4	7.1	2.8	2.6		.5			
MIXED CARGOES . . . . .	18.1	2.8	3.2	4.4	6.8	2.6	1.0			
CRAFTSMAN'S EQUIPMENT . . . . .	12.7	2.4	2.7	2.3	3.6	2.0	1.0	.5	.5	
SPECIAL EQUIPMENT . . . . .	3.0	.9	.8	.4	1.2	.6	.1			
PERSONAL TRANSPORTATION . . . . .	144.3	5.6	41.1	37.3	54.4	9.0	2.0	.5		
OTHER . . . . .	2.2	.9	.9	.1	1.1					
NOT REPORTED . . . . .	1.3	.7	1.3	-	-					

SEE FOOTNOTES AT END OF TABLE.

Table 5. Trucks by Annual Miles: 1977—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	ANNUAL MILES <sup>1</sup>						
			LESS THAN 5,000	5,000 TO 9,999	10,000 TO 19,999	20,000 TO 29,999	30,000 TO 49,999	50,000 TO 74,999	75,000 OR MORE
<b>HAZARDOUS MATERIALS CARRIED</b>									
HAZARDOUS MATERIALS CARRIED	2.4	.9	.1	1.2	.2	.7	.1	-	-
LESS THAN 25 PERCENT OF TIME	.7	.5	-	.5	.1	.5	-	-	-
25 TO 49 PERCENT OF TIME	.5	.5	-	-	-	.5	-	-	-
50 TO 74 PERCENT OF TIME	.1	-	-	-	-	-	-	-	-
75 TO 100 PERCENT OF TIME	.6	.1	-	.1	.1	.2	.1	-	-
NO PERCENT REPORTED	.5	.5	-	.5	-	-	-	-	-
NO HAZARDOUS MATERIAL CARRIED	229.6	4.0	61.9	52.1	84.9	20.8	7.2	2.0	.8
NOT REPORTED	38.0	4.0	14.4	9.2	12.2	1.0	.5	.5	-
<b>TRUCK FLEET SIZE<sup>2</sup></b>									
1	200.7	4.7	60.4	46.9	73.9	14.2	3.6	1.1	.6
2 TO 5	44.8	4.1	10.6	11.7	15.0	4.5	2.3	.6	.1
6 TO 19	15.3	2.3	3.6	2.0	5.2	2.4	1.3	.6	.1
20 OR MORE	9.2	1.7	1.8	1.9	3.3	1.3	.7	.1	-
<b>MILES PER GALLON</b>									
LESS THAN 5	8.6	1.0	4.1	1.2	1.4	.8	.4	.4	.2
5 TO 6.9	4.6	1.0	.8	2.0	1.1	.5	.2	.1	.1
7 TO 8.9	12.4	2.1	4.0	.8	5.2	1.7	.1	.5	-
9 TO 11.9	46.1	4.3	9.9	14.6	14.9	2.6	3.6	.5	-
12 TO 14.9	68.8	5.0	16.2	14.3	25.8	10.0	1.5	.5	.5
15 TO 19.9	87.7	5.3	27.2	19.7	32.6	6.6	1.5	-	-
20 OR MORE	25.3	3.4	8.2	7.6	8.1	.5	.5	.5	-
NOT REPORTED	16.5	2.7	5.9	2.3	8.2	-	-	-	-
<b>EQUIPMENT TYPE</b>									
TRANSMISSION:									
MANUAL	177.2	5.4	58.4	39.7	59.0	13.4	4.8	1.5	.3
AUTOMATIC	83.8	5.3	15.7	19.7	35.3	9.0	2.5	1.0	.5
SEMAUTOMATIC	-	-	-	-	-	-	-	-	-
NOT REPORTED	9.0	2.0	2.3	3.1	3.1	-	.5	-	-
Braking System:									
HYDRAULIC <sup>4</sup>	216.5	4.4	57.6	50.3	80.3	19.3	6.9	1.6	.5
AIR	7.6	.9	2.0	2.0	1.9	.6	.4	.4	.3
OTHER	29.7	3.6	11.4	6.1	8.6	2.5	.5	-	-
NOT REPORTED	16.2	2.7	5.5	4.1	6.6	-	-	-	-
ANTI-WHEEL-LOCK DEVICE <sup>2</sup>	19.7	2.9	4.0	4.7	6.8	2.7	1.2	.2	.1
POWER STEERING <sup>2</sup>	92.1	5.3	16.4	18.7	39.0	10.8	4.5	2.2	.6
AIR CONDITIONING <sup>2</sup>	75.3	5.1	13.2	17.3	31.3	8.8	3.2	.7	.8
<b>FUEL CONSERVATION EQUIPMENT<sup>2</sup></b>									
RADIAL TIRES	49.3	4.4	11.4	10.2	19.9	4.7	2.1	.2	.7
DRAG REDUCTION DEVICES	1.2	.7	-	-	.1	1.0	-	-	-
VARIABLE SPEED FAN	37.4	3.9	7.9	6.3	17.3	4.2	1.1	.6	.1
FUEL EFFICIENT ENGINE	18.5	2.8	3.5	3.2	7.3	2.6	1.7	.1	.1
AXLE OR DRIVE RATIO CHANGE	18.3	2.2	5.8	2.8	5.7	1.5	.4	.1	.1
NOT REPORTED	171.7	5.4	52.4	44.9	55.5	13.3	3.8	1.7	.1
<b>MAINTENANCE<sup>2</sup></b>									
MAINTENANCE PERFORMED ON--									
ENGINE	48.2	4.3	14.4	10.1	18.5	2.5	2.4	.2	.2
TRANSMISSION	28.5	3.4	7.7	5.6	11.0	3.3	.7	.1	.1
BRAKING SYSTEM	57.3	4.6	13.1	14.2	18.8	7.3	2.7	1.2	.1
REAR AXLE AND DIFFERENTIAL	18.9	2.8	5.6	2.8	7.4	2.7	.2	.1	.1
NONE OF THE ABOVE	150.9	5.6	43.1	38.6	51.9	12.1	3.4	1.2	.6
NOT REPORTED	-	-	-	-	-	-	-	-	-
MAINTENANCE PERFORMED BY <sup>3</sup> --									
SELF OR OWN REPAIR SHOP	62.0	4.7	20.9	10.7	23.1	4.4	2.2	.6	.1
TRUCK DEALER	16.4	2.7	.8	5.7	6.9	2.8	.1	.1	-
FACTORY BRANCH	1.7	.9	.5	-	.5	.1	.5	-	-
LEASING COMPANY	1.6	.9	.5	.1	1.0	-	-	-	-
INDEPENDENT GARAGE	41.9	4.1	10.8	9.8	14.7	3.1	2.8	.6	.1
OTHER	6.8	1.8	2.2	1.0	3.1	.5	-	-	-
NOT REPORTED	146.0	5.6	41.8	37.4	49.6	11.6	3.8	1.2	.6
<b>ENGINE TYPE AND SIZE</b>									
ENGINE:									
GASOLINE	264.0	1.0	74.4	61.5	96.4	21.5	7.6	2.1	.5
DIESEL	3.6	.2	.9	.5	.8	.4	.3	.4	.3
LPG OR OTHER	2.4	1.0	1.1	.6	.1	.5	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-
CYLINDERS:									
4	19.6	3.0	4.6	6.5	8.0	.5	-	-	-
6	70.4	4.9	29.5	15.7	18.1	5.4	1.2	.3	.2
8	177.2	5.3	42.1	40.3	68.8	16.6	6.7	2.2	.6
OTHER	.5	.5	-	-	.5	-	-	-	-
NOT REPORTED	2.2	1.0	.2	-	2.0	-	-	-	-
CUBIC INCH DISPLACEMENT:									
GASOLINE ENGINES									
LESS THAN 200	11.0	2.3	2.5	4.5	4.0	-	-	-	-
200 TO 299	50.5	4.4	19.0	12.1	13.3	5.1	1.0	-	-
300 TO 349	35.1	3.8	7.7	8.8	13.6	3.2	1.2	.5	-
350 TO 399	85.3	5.3	14.6	20.0	37.4	9.4	2.7	1.1	-
400 OR MORE	17.6	2.7	3.6	2.7	6.9	1.7	1.7	.5	.5
NOT REPORTED	64.6	4.8	26.9	13.4	21.2	2.1	1.0	-	-

SEE FOOTNOTES AT END OF TABLE.

Table 5. Trucks by Annual Miles: 1977-Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	ANNUAL MILES <sup>1</sup>							
			LESS THAN 5,000	5,000 TO 9,999	10,000 TO 19,999	20,000 TO 29,999	30,000 TO 49,999	50,000 TO 74,999	75,000 OR MORE	
ENGINE TYPE AND SIZE--CON.										
CUBIC INCH DISPLACEMENT--CON.										
DIESEL ENGINES										
LESS THAN 400	.1	.1								
400 TO 599	.7	.1	.2	.1	.2	.1	.1	-	-	.1
600 TO 799	.6	.1	.1	.1	.2	-	-	.1	.1	
800 OR MORE	.9	.1	.2	.1	.2	.1	.1	.1	.1	
NOT REPORTED	1.3	.1	.3	.2	.2	.2	.2	.2	.2	.1
OTHER ENGINES										
LESS THAN 400	1.3	.7	.6	.1	.1	.5	-	-	-	
400 OR MORE	-	-	-	-	-	-	-	-	-	
NOT REPORTED	1.1	.7	.5	.5	.1	-	-	-	-	
TRUCK TYPE AND AXLE ARRANGEMENT										
SINGLE-UNIT TRUCKS:										
2 AXLES	264.2	.3	74.4	61.6	96.3	21.9	7.5	2.1	.5	
3 AXLES	2.2	.2	.9	.4	.6	.2	.1	-	.1	
OTHER	.6	.1	.3	.2	.1	.1	-	-	-	
TRUCK-TRACTOR COMBINATIONS:										
SINGLE TRAILERS										
3 AXLES	.3	.1	.2	-	.1	-	-	-	-	
4 AXLES	.7	.1	.2	.1	.1	.1	.1	.1	.1	
5 AXLES	1.5	.2	.3	.2	.2	.1	.2	.3	.2	
6 AXLES	-	-	-	-	-	-	-	-	-	
OTHER	.2	.1	-	.1	-	-	.1	-	-	
DOUBLE TRAILERS										
5 AXLES	-	-	-	-	-	-	-	-	-	
6 AXLES	-	-	-	-	-	-	-	-	-	
OTHER	-	-	-	-	-	-	-	-	-	
TRIPLE TRAILERS										
7 AXLES	-	-	-	-	-	-	-	-	-	
OTHER	-	-	-	-	-	-	-	-	-	
TRAILER NOT SPECIFIED	.3	.1	.1	-	-	.1	-	.1	-	
POWERED AXLES:										
1	224.2	4.2	65.3	49.4	81.3	20.5	5.5	1.6	.6	
2	36.1	3.7	9.0	10.6	12.5	1.4	1.8	.4	.3	
3	-	-	-	-	-	-	-	-	-	
4	-	-	-	-	-	-	-	-	-	
NOT REPORTED	9.7	2.1	2.1	2.5	3.5	.5	.5	.5	.5	
CAB TYPE <sup>6</sup>										
CAB FORWARD OF ENGINE	.2	.1	.1	-	.1	-	-	-	-	
CAB OVER ENGINE	1.3	.1	.4	.1	.3	.2	.1	.1	.1	
SHORT HOOD CONVENTIONAL	4.3	.6	1.8	.9	.9	.5	.2	.1	.1	
MEDIUM HOOD CONVENTIONAL	6.4	.5	2.9	1.2	1.2	.5	.3	.1	.1	
LONG HOOD CONVENTIONAL	3.9	.2	1.8	.8	.6	.2	.2	.3	.1	
OTHER	.2	.1	.1	.1	.1	-	-	-	-	
NOT REPORTED	-	-	-	-	-	-	-	-	-	
CAB WITH SLEEPER UNIT	1.3	.5	.7	.1	.1	.1	-	.1	.2	
PICKUPS, PANELS, VANS, MULTISTOPS, OR WALK-INS										
TOTAL	253.6	.5	69.3	59.3	94.2	21.2	7.1	2.0	.5	
PICKUPS	225.4	3.5	63.0	50.2	86.0	17.6	6.1	2.0	.5	
PANELS OR VANS	27.5	3.5	6.2	8.6	8.2	3.5	1.0	-	-	
MULTISTOPS OR WALK-INS	.7	.5	.1	.6	-	-	-	-	-	
DRIVING WHEELS:										
4-WHEEL DRIVE	31.8	3.7	7.6	10.0	11.6	1.0	1.5	-	-	
2-WHEEL DRIVE	188.1	4.9	51.8	38.5	71.5	19.2	5.1	1.5	.5	
NOT REPORTED	33.8	3.8	9.9	10.8	11.1	1.0	.5	.5	.5	
AXLES ON VEHICLE:										
2	196.1	4.7	51.3	44.6	72.5	18.7	7.1	1.5	.5	
3	-	-	-	-	-	-	-	-	-	
NOT REPORTED	57.4	4.7	18.0	14.7	21.7	2.5	-	.5	-	
CAMPER BODY OR SPECIAL CAMPING EQUIPMENT:										
SLIDE-IN CAMPER	11.0	2.3	3.5	1.0	5.5	1.0	-	-	-	
PICKUP SHELL COVER	42.2	4.2	9.5	9.0	20.1	3.0	.5	-	-	
CAMPER BODY	2.6	1.1	-	.5	1.5	.5	-	-	-	
NOT REPORTED	197.8	4.7	56.2	48.8	67.1	16.7	6.6	2.0	.5	

NOTE: DATA RELATE TO STATE OF REGISTRATION; WHICH IN MOST CASES IS BASE OF OPERATION; HOWEVER, SOME TRUCKS REGISTERED IN A GIVEN STATE ARE ACTUALLY BASED IN ANOTHER STATE BECAUSE THEY OPERATE INTERSTATE OR THEIR OPERATORS HAVE MOVED TO ANOTHER STATE. DETAILED FIGURES MAY NOT ADD TO TOTALS BECAUSE OF ROUNDING. STANDARD ERROR IS AN ACTUAL NUMBER; FOR DISCUSSION OF PROPER USE AND INTERPRETATION, SEE INTRODUCTION.

- ESTIMATE IS LESS THAN 50 TRUCKS.

<sup>1</sup>WHEN NO RESPONSE WAS OBTAINED FOR ANNUAL MILES, DATA WERE IMPUTED.

<sup>2</sup>DETAIL DOES NOT ADD TO TOTALS BECAUSE ITEMS WERE NOT APPLICABLE OR MULTIPLE RESPONSES WERE POSSIBLE.

<sup>3</sup>WHEN NO RESPONSE WAS OBTAINED, ONE TRUCK WAS IMPUTED BASED ON BODY TYPE OF SAMPLED VEHICLE.

<sup>4</sup>BECAUSE SOME "LIGHT" TRUCK RESPONDENTS WERE UNFAMILIAR WITH BRAKING SYSTEM TERMINOLOGY, A LARGE PROPORTION OF DATA FOR "OTHER" SHOULD BE FOR "HYDRAULIC" (E.G., DATA ON POWER ASSISTED BRAKES, DISC BRAKES, VACUUM-HYDRAULIC, ETC.).

<sup>5</sup>DATA RELATE ONLY TO SPECIFIED EQUIPMENT ON WHICH MAINTENANCE WAS PERFORMED.

<sup>6</sup>PICKUPS, PANELS, VANS, AND MULTISTOPS ARE NOT INCLUDED.

Table 6. Trucks by Range of Operations: 1977

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	RANGE OF OPERATION			
			LOCAL	SHORT RANGE	LONG RANGE	OFF THE ROAD
TOTAL TRUCKS	270.0	-	212.7	31.8	5.1	20.4
STANDARD ERROR	-	-	4.5	3.6	1.5	2.8
MAJOR USE						
AGRICULTURE	39.0	3.9	24.0	4.0	.6	10.4
FORESTRY AND LUMBERING	1.2	.7	.6	-	.6	.6
MINING AND QUARRYING	4.9	1.3	1.5	1.3	-	2.1
CONSTRUCTION	13.9	2.3	8.0	1.8	.5	3.5
MANUFACTURING	.9	.5	.8	.1	-	.1
WHOLESALE TRADE	6.6	1.5	5.4	.9	.2	.1
RETAIL TRADE	9.2	1.9	7.1	1.8	.1	.1
FOR HIRE TRANSPORTATION	1.7	.5	1.2	.2	.1	.1
UTILITIES	3.7	1.2	2.0	.5	-	1.2
SERVICES	11.5	2.2	9.3	1.8	-	.3
DAILY RENTAL	.2	.1	.1	.1	.1	-
PERSONAL TRANSPORTATION	174.4	5.2	150.8	19.2	3.5	1.0
OTHER	.7	.5	.6	-	-	.1
NOT IN USE	2.0	.9	1.3	-	-	.8
NOT REPORTED	-	-	-	-	-	-
BODY TYPE						
PICKUP	225.4	3.5	178.3	27.9	3.0	16.2
PANEL OR VAN	27.5	3.5	23.9	1.6	1.5	.5
MULTISTOP OR WALK-IN	.7	.5	.6	-	-	-
PLATFORM WITH ADDED DEVICES	2.0	.2	1.1	.3	.1	.5
LOW BOY OR DEPRESSED CENTER	.4	.1	.2	-	-	.1
OTHER PLATFORM	4.3	.2	2.5	.6	.2	.9
CATTLE RACK	.6	.1	.2	.2	-	.1
INSULATED NONREFRIGERATED VAN	.1	-	.1	-	-	-
INSULATED REFRIGERATED VAN	.6	.1	.3	.2	-	-
FURNITURE VAN	.3	.1	.2	.1	-	-
OPEN TOP VAN	-	-	-	-	-	-
OTHER ENCLOSED VANS	.8	.1	.6	.1	-	-
BEVERAGE	.3	.1	.2	-	-	-
UTILITY	.5	.1	.3	.1	.2	.5
WINCH OR CRANE	1.0	.1	.4	.1	-	-
WRECKER	.2	.1	.1	.1	-	.1
POLE OR LOGGING	.2	.1	-	-	-	-
AUTO TRANSPORT	-	-	-	-	-	-
BOAT TRANSPORT	-	-	-	-	-	-
MOBILE HOME PULLER	.2	.1	.1	.1	-	-
GARBAGE HAULER						
FRONT LOADER	-	-	-	-	-	-
REAR LOADER	-	-	-	-	-	-
ROLL OFF	-	-	-	-	-	-
NOT SPECIFIED	-	-	-	-	-	-
DUMP	2.0	.2	1.3	-	.6	-
TANK FOR LIQUIDS	2.3	.5	1.5	.3	.5	-
TANK FOR DRY BULK	-	-	-	-	-	-
CONCRETE MIXER						
FRONT DISCHARGER	-	-	-	-	-	-
REAR DISCHARGER	.4	.1	.3	-	-	.1
NOT SPECIFIED	-	-	-	-	-	-
OTHER	.1	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-
ANNUAL MILES <sup>1</sup>						
LESS THAN 5,000	76.4	5.0	63.0	5.9	.5	6.9
5,000 TO 9,999	62.5	4.8	53.8	4.5	1.6	2.7
10,000 TO 19,999	97.4	9.4	78.2	13.8	.1	5.4
20,000 TO 29,999	22.5	3.1	14.2	5.0	1.1	2.3
30,000 TO 49,999	7.9	1.9	2.8	1.9	.5	2.6
50,000 TO 74,999	2.5	1.0	.7	.2	1.1	.6
75,000 OR MORE	.8	.5	-	.6	.2	-
BASE OF OPERATION						
PERCENTAGE OF MILES TRAVELED IN BASE-OF-OPERATION STATE:						
LESS THAN 25 PERCENT	1.7	.9	1.0	.1	.6	-
25 TO 49 PERCENT	4.9	1.5	2.0	1.6	.7	.5
50 TO 74 PERCENT	29.3	3.5	19.4	7.6	1.2	1.1
75 TO 100 PERCENT	234.0	3.8	190.2	22.4	2.7	18.6
NOT REPORTED	.2	.1	-	-	-	.1
VEHICLE SIZE						
LIGHT	250.4	1.4	200.6	28.3	4.5	17.0
MEDIUM	8.5	1.3	5.8	1.6	.1	1.0
LIGHT-HEAVY	5.2	.6	3.7	.6	-	.8
HEAVY-HEAVY	6.0	.3	2.6	1.2	.5	1.6

SEE FOOTNOTES AT END OF TABLE.

Table 6. Trucks by Range of Operations: 1977—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	RANGE OF OPERATION			
			LOCAL	SHORT RANGE	LONG RANGE	OFF THE ROAD
<b>GROSS WEIGHT</b>						
6,000 OR LESS.	200.4	4.6	168.5	18.7	1.5	11.7
6,001 TO 10,000.	50.0	4.4	32.1	9.6	3.0	5.2
10,001 TO 14,000.	4.6	1.2	3.6	.8	-	.3
14,001 TO 16,000.	1.4	.2	.9	.2	-	.5
16,001 TO 19,500.	2.5	.5	1.3	.7	-	.4
19,501 TO 26,000.	5.2	.6	3.7	.6	-	.8
26,001 TO 33,000.	1.2	.1	.7	.2	.1	.3
33,001 TO 40,000.	1.1	.1	.5	.2	-	.4
40,001 TO 50,000.	1.2	.1	.7	.2	-	.3
50,001 TO 60,000.	.7	.1	.3	.1	-	.2
60,001 TO 80,000.	1.6	.2	.4	.5	.3	.4
80,001 TO 100,000.	.2	.1	.1	.1	.1	-
100,001 TO 130,000.	-	-	-	-	-	-
130,001 AND OVER.	-	-	-	-	-	-
NOT REPORTED.	-	-	-	-	-	-
<b>YEAR MODEL</b>						
1978.	-	-	-	-	-	-
1977.	10.2	2.2	6.6	2.5	.1	1.0
1976.	22.9	3.2	15.5	4.2	.1	3.1
1975.	21.3	3.0	15.2	2.3	2.1	1.8
1974.	24.0	3.2	15.5	4.7	1.5	2.3
1973.	29.2	3.5	23.7	4.3	-	1.2
1972.	24.2	3.2	21.3	1.2	.1	1.7
1971.	14.9	2.6	13.1	.7	1.1	.1
1970.	19.8	2.9	15.8	3.3	.1	.7
1969.	17.5	2.8	16.1	.7	-	.8
1968.	8.9	2.0	7.4	1.2	.1	.2
1967.	8.8	2.0	5.5	1.6	.1	1.6
PRE-1967.	68.1	4.8	57.0	5.1	.1	5.9
NOT REPORTED.	-	-	-	-	-	-
<b>VEHICLE ACQUISITION</b>						
PURCHASED NEW.	118.9	5.6	86.2	17.9	2.7	12.0
PURCHASED USED.	148.7	5.6	125.3	12.8	2.4	8.2
LEASED FROM SOMEONE ELSE.	1.1	.7	.1	1.0	-	-
LEASED TO SOMEONE ELSE.	5.2	1.4	1.2	1.2	.6	2.2
NOT REPORTED.	1.3	.7	1.2	-	-	.1
<b>LEASE CHARACTERISTICS<sup>2</sup></b>						
LEASED WITHOUT DRIVER.	4.4	1.3	1.1	1.7	-	1.6
LEASED WITH DRIVER.	1.9	.9	.2	.6	.6	.6
LESSEE:						
PRIVATE.	6.2	1.6	1.2	2.2	.6	2.2
GOVERNMENT.	-	-	-	-	-	-
LENGTH OF LEASE:						
LESS THAN 30 DAYS.	1.3	.7	.2	.6	-	.6
30 DAYS TO 1 YEAR.	.7	.5	.6	-	-	.1
1 TO 3 YEARS.	3.3	1.2	-	1.5	.5	1.0
MORE THAN 3 YEARS.	1.0	.5	.3	.2	-	.5
PROVISIONS OF LEASE:						
FINANCING.	1.8	.9	.1	.1	-	1.5
MAINTENANCE.	2.6	1.0	.4	.5	.5	1.1
PROCUREMENT AND SALE.	.1	-	-	-	-	-
<b>OPERATOR CLASSIFICATION</b>						
NOT FOR HIRE:						
PRIVATE OWNER OR INDIVIDUAL.	264.1	1.3	209.8	30.8	4.5	19.0
FOR HIRE INTERSTATE:						
EXEMPT CARRIER.	.3	.1	.1	.1	.1	-
CONTRACT CARRIER.	.1	-	-	.1	-	-
COMMON CARRIER.	.3	.1	.2	-	-	-
FOR HIRE INTRASTATE:						
LOCAL CARGATE.	4.9	1.3	2.5	.7	.5	1.2
FOR HIRE DAILY RENTAL.	.2	.1	.1	.1	-	-
NOT REPORTED.	.1	-	-	-	-	.1
<b>PRODUCTS CARRIED</b>						
FARM PRODUCTS.	18.3	2.7	10.8	1.3	.7	5.5
LIVE ANIMALS.	12.1	2.4	5.7	3.2	-	3.2
MINING PRODUCTS.	1.4	.7	1.3	-	-	.1
LOGS AND OTHER FOREST PRODUCTS.	2.8	1.1	2.1	.6	-	.1
PROCESSED FOODS.	2.7	.9	1.8	.8	.1	-
TEXTILE MILL PRODUCTS.	1.0	.7	1.0	-	-	-
BUILDING MATERIALS.	16.6	2.5	12.6	1.8	-	2.2
HOUSEHOLD GOODS.	5.7	1.6	5.1	.6	-	-
FURNITURE OR HARDWARE.	2.1	1.0	2.1	-	-	-
PAPER PRODUCTS.	1.0	.7	.5	.5	-	-
CHEMICALS.	.2	.1	.1	-	-	-
PETROLEUM.	3.4	1.0	2.9	.2	-	.2
PRIMARY METAL PRODUCTS.	1.8	.9	1.1	.6	-	.1
FABRICATED METAL PRODUCTS.	.2	.1	.2	-	-	-
MACHINERY, EXCEPT ELECTRICAL.	1.2	.5	.4	.1	.5	.2
ELECTRICAL MACHINERY.	2.3	1.0	2.2	-	-	.1
TRANSPORTATION EQUIPMENT.	2.5	1.0	1.3	.6	.6	-
SCRAP, REFUSE, OR GARBAGE.	13.0	2.4	11.8	.6	-	.7
MIXED CARGOES.	18.1	2.8	13.2	3.7	-	1.1
CRAFTSMAN'S EQUIPMENT.	12.7	2.4	9.0	1.6	.5	1.6
SPECIAL EQUIPMENT.	3.0	.9	1.5	.8	-	.7
PERSONAL TRANSPORTATION.	144.3	5.6	123.5	14.6	2.5	3.6
OTHER.	2.2	.9	1.8	.1	-	.2
NOT REPORTED.	1.3	.7	.6	-	-	.7

SEE FOOTNOTES AT END OF TABLE.

Table 6. Trucks by Range of Operations: 1977—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	RANGE OF OPERATION			
			LOCAL	SHORT RANGE	LONG RANGE	OFF THE ROAD
<b>HAZARDOUS MATERIALS CARRIED</b>						
HAZARDOUS MATERIALS CARRIED:	2.4	.9	1.5	.3	-	.6
LESS THAN 25 PERCENT OF TIME	.7	.5	.5	.1	-	-
25 TO 49 PERCENT OF TIME	.5	.5	-	-	-	.5
50 TO 74 PERCENT OF TIME	.1	-	-	.1	-	-
75 TO 100 PERCENT OF TIME	.6	.1	.4	.1	-	.1
NO PERCENT REPORTED	.5	.5	.5	.1	-	-
NO HAZARDOUS MATERIAL CARRIED	229.6	4.0	180.7	26.9	4.6	17.4
NOT REPORTED	38.0	4.0	30.4	4.7	.5	2.3
<b>TRUCK FLEET SIZE<sup>1</sup></b>						
1	200.7	4.7	168.3	22.6	4.2	5.6
2 TO 5	44.8	4.1	30.3	6.5	.7	7.4
6 TO 19	15.3	2.3	8.8	1.7	.2	4.5
20 OR MORE	9.2	1.7	5.3	.9	.1	2.9
<b>MILES PER GALLON</b>						
LESS THAN 5	8.6	1.0	5.6	1.2	.5	1.3
5 TO 6.9	4.6	1.0	2.9	.7	.1	1.1
7 TO 8.9	12.4	2.1	7.5	2.9	.6	1.4
9 TO 11.9	46.1	4.3	34.8	3.7	1.0	6.5
12 TO 14.9	68.8	5.0	50.1	12.1	.5	6.2
15 TO 19.9	87.7	5.3	75.5	7.6	2.0	2.6
20 OR MORE	25.3	3.4	21.8	2.0	.5	1.0
NOT REPORTED	16.5	2.7	14.5	1.6	-	.4
<b>EQUIPMENT TYPE</b>						
TRANSMISSION:						
MANUAL	177.2	5.4	136.3	22.2	1.6	17.1
AUTOMATIC	83.8	5.3	67.6	9.6	3.5	3.1
SEMIAUTOMATIC	-	-	-	-	-	-
NOT REPORTED	9.0	2.0	8.8	-	-	.2
BRAKING SYSTEM:						
HYDRAULIC	216.5	4.4	171.4	23.9	4.1	17.1
AIR	7.6	.9	3.3	1.3	.6	2.5
OTHER <sup>2</sup>	29.7	3.6	22.6	6.1	.5	.6
NOT REPORTED	16.2	2.7	15.4	.6	-	.2
ANTI-WHEEL-LOCK DEVICE <sup>2</sup>	19.7	2.9	15.4	1.4	1.7	1.3
POWER STEERING <sup>2</sup>	92.1	5.3	68.4	12.7	3.7	7.4
AIR CONDITIONING <sup>2</sup>	75.3	5.1	58.2	9.5	3.3	4.3
<b>FUEL CONSERVATION EQUIPMENT<sup>2</sup></b>						
RADIAL TIRES	49.3	4.4	38.4	5.4	2.7	2.9
DRAG REDUCTION DEVICES	1.2	.7	.6	-	-	.6
VARIABLE SPEED FAN	37.4	3.9	26.8	6.2	1.6	2.8
FUEL EFFICIENT ENGINE	18.5	2.8	11.7	3.2	1.1	2.4
AXLE OR DRIVE RATIO CHANGE	16.3	2.2	11.7	2.4	.2	1.9
NOT REPORTED	171.7	5.4	140.7	17.4	1.3	12.4
<b>MAINTENANCE<sup>2</sup></b>						
MAINTENANCE PERFORMED ON--						
ENGINE	48.2	4.3	38.2	6.0	1.8	2.3
TRANSMISSION	28.5	3.4	22.4	3.5	.6	2.0
BRAKING SYSTEM	57.3	4.6	42.5	8.1	1.1	5.6
REAR AXLE AND DIFFERENTIAL	18.9	2.8	15.0	2.9	.1	.9
NONE OF THE ABOVE	150.9	5.6	119.6	16.4	2.2	12.7
NOT REPORTED	-	-	-	-	-	-
MAINTENANCE PERFORMED BY <sup>3</sup> --						
SELF OR OWN REPAIR SHOP	62.0	4.7	45.9	8.3	1.7	6.2
TRUCK DEALER	16.4	2.7	10.7	3.9	.6	1.3
FACTORY BRANCH	1.7	.9	1.1	-	.5	-
LEASING COMPANY	1.6	.9	1.1	.5	-	-
INDEPENDENT GARAGE	41.9	4.1	32.8	4.6	1.2	3.4
OTHER	6.8	1.8	6.2	.5	-	-
NOT REPORTED	146.0	5.6	119.1	14.6	2.2	10.0
<b>ENGINE TYPE AND SIZE</b>						
ENGINE:						
GASOLINE	264.0	1.0	209.9	30.5	4.7	18.9
DIESEL	3.6	.2	1.5	.8	.5	.9
LPG OR OTHER	2.4	1.0	1.3	.5	-	.6
NOT REPORTED	-	-	-	-	-	-
CYLINDERS:						
4	19.6	3.0	16.6	2.0	-	1.0
6	70.4	4.9	57.3	7.4	.9	4.8
8	177.2	5.3	136.2	22.4	4.3	14.3
OTHER	.5	.5	.5	-	-	-
NOT REPORTED	2.2	1.0	2.1	-	-	.2
CUBIC INCH DISPLACEMENT:						
GASOLINE ENGINES						
LESS THAN 200	11.0	2.3	11.0	-	-	-
200 TO 299	50.5	4.4	40.9	4.7	.5	4.4
300 TO 349	35.1	3.8	27.4	2.9	1.1	3.8
350 TO 399	85.3	5.3	65.0	12.2	1.0	7.1
400 OR MORE	17.6	2.7	11.2	3.8	1.1	1.4
NOT REPORTED	64.6	4.8	54.4	6.8	1.0	2.3

SEE FOOTNOTES AT END OF TABLE.

Table 6. Trucks by Range of Operations: 1977-Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	RANGE OF OPERATION			
			LOCAL	SHORT RANGE	LONG RANGE	OFF THE ROAD
ENGINE TYPE AND SIZE--CON. CUBIC INCH DISPLACEMENT--CON.						
DIESEL ENGINES						
LESS THAN 400 . . . . .	.1	.1	.1	-	.1	.1
400 TO 599 . . . . .	.7	.1	.3	.2	.1	.2
600 TO 799 . . . . .	.6	.1	.3	.1	-	.1
800 OR MORE . . . . .	.9	.1	.2	.2	.2	.2
NOT REPORTED . . . . .	1.3	.1	.6	.2	.2	.3
OTHER ENGINES						
LESS THAN 400 . . . . .	1.3	.7	.2	.5	-	.5
400 OR MORE . . . . .	-	-	-	-	-	-
NOT REPORTED . . . . .	1.1	.7	1.1	-	-	-
TRUCK TYPE AND AXLE ARRANGEMENT						
SINGLE-UNIT TRUCKS:						
2 AXLES . . . . .	264.2	.3	209.9	30.7	4.6	18.9
3 AXLES . . . . .	2.2	.2	1.2	.2	-	.8
OTHER . . . . .	.6	.1	.4	-	-	.1
TRUCK-TRACTOR COMBINATIONS:						
SINGLE TRAILERS						
3 AXLES . . . . .	.3	.1	.2	-	-	.1
4 AXLES . . . . .	.7	.1	.2	.2	-	.1
5 AXLES . . . . .	1.5	.2	.3	.5	.3	.3
6 AXLES . . . . .	-	-	-	-	-	-
OTHER . . . . .	.2	.1	-	-	.1	-
DOUBLE TRAILERS						
5 AXLES . . . . .	-	-	-	-	-	-
6 AXLES . . . . .	-	-	-	-	-	-
OTHER . . . . .	-	-	-	-	-	-
TRIPLE TRAILERS						
7 AXLES . . . . .	-	-	-	-	-	-
OTHER . . . . .	-	-	-	-	-	-
TRAILER NOT SPECIFIED						
POWERED AXLES:						
1 . . . . .	224.2	4.2	180.2	24.8	3.7	15.5
2 . . . . .	36.1	3.7	25.4	5.4	.9	4.3
3 . . . . .	-	-	-	-	-	-
4 . . . . .	-	-	-	-	-	-
NOT REPORTED . . . . .	9.7	2.1	7.1	1.5	.5	.5
CAB TYPE <sup>a</sup>						
CAB FORWARD OF ENGINE . . . . .	.2	.1	.1	.1	-	.1
CAB OVER ENGINE . . . . .	1.3	.1	.5	.3	.2	.3
SHORT HOOD CONVENTIONAL . . . . .	4.3	.6	2.8	.6	.1	.8
MEDIUM HOOD CONVENTIONAL . . . . .	6.4	.3	3.9	.8	.1	1.7
LONG HOOD CONVENTIONAL . . . . .	3.9	.2	2.4	.6	.2	.7
OTHER . . . . .	.2	.1	.1	-	-	.1
NOT REPORTED . . . . .	-	-	-	-	-	-
CAB WITH SLEEPER UNIT . . . . .	1.3	.5	.6	.3	.3	.1
PICKUPS, PANELS, VANS, MULTISTOPS, OR WALK-INS						
TOTAL . . . . .	253.6	.5	202.8	29.5	4.5	16.7
PICKUPS . . . . .	225.4	3.5	178.3	27.9	3.0	16.2
PANELS OR VANS . . . . .	27.5	3.5	23.9	1.6	1.5	.5
MULTISTOPS OR WALK-INS . . . . .	.7	.5	.6	-	-	-
DRIVING WHEELS:						
4-WHEEL DRIVE . . . . .	31.8	3.7	23.7	4.5	.5	3.0
2-WHEEL DRIVE . . . . .	188.1	4.9	151.5	21.9	2.5	12.1
NOT REPORTED . . . . .	33.8	3.8	27.6	3.1	1.5	1.6
AXLES ON VEHICLE:						
2 . . . . .	196.1	4.7	154.6	23.9	3.5	14.2
3 . . . . .	-	-	-	-	-	-
NOT REPORTED . . . . .	57.4	4.7	48.3	5.6	1.0	2.5
CAMPER BODY OR SPECIAL CAMPING EQUIPMENT:						
SLIDE-IN CAMPER . . . . .	11.0	2.3	7.0	3.5	-	.5
PICKUP SHELL COVER . . . . .	42.2	4.2	35.1	5.0	1.0	1.0
CAMPER BODY . . . . .	2.6	1.1	1.0	1.1	-	.5
NOT REPORTED . . . . .	197.8	4.7	159.7	19.9	3.5	14.7

NOTE: DATA RELATE TO STATE OF REGISTRATION, WHICH IN MOST CASES IS BASE OF OPERATION; HOWEVER, SOME TRUCKS REGISTERED IN A GIVEN STATE ARE ACTUALLY BASED IN ANOTHER STATE BECAUSE THEY OPERATE INTERSTATE OR THEIR OPERATORS HAVE MOVED TO ANOTHER STATE. DETAILED FIGURES MAY NOT ADD TO TOTALS BECAUSE OF ROUNDING. STANDARD ERROR IS AN ACTUAL NUMBER; FOR DISCUSSION OF PROPER USE AND INTERPRETATION, SEE INTRODUCTION.

<sup>a</sup>ESTIMATE IS LESS THAN 50 TRUCKS.

<sup>1</sup>WHEN NO RESPONSE WAS OBTAINED FOR ANNUAL MILES, DATA WERE IMPUTED.

<sup>2</sup>DETAIL DOES NOT ADD TO TOTALS BECAUSE ITEMS WERE NOT APPLICABLE OR MULTIPLE RESPONSES WERE POSSIBLE.

<sup>3</sup>WHEN NO RESPONSE WAS OBTAINED, ONE TRUCK WAS IMPUTED BASED ON BODY TYPE OF SAMPLED VEHICLE.

<sup>4</sup>BECAUSE SOME "LIGHT" TRUCK RESPONDENTS WERE UNFAMILIAR WITH BRAKING SYSTEM TERMINOLOGY, A LARGE PROPORTION OF DATA FOR "OTHER" SHOULD BE FOR "HYDRAULIC" (E.G., DATA ON POWER ASSISTED BRAKES, DISC BRAKES, VACUUM-HYDRAULIC, ETC.).

<sup>5</sup>DATA RELATE ONLY TO SPECIFIED EQUIPMENT ON WHICH MAINTENANCE WAS PERFORMED.

<sup>6</sup>PICKUPS, PANELS, VANS, AND MULTISTOPS ARE NOT INCLUDED.

Table 7. Trucks by Truck Type and Axle Arrangement: 1977  
(Thousands)

32-26 NEW MEXICO

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	TRUCK TYPE AND AXLE ARRANGEMENT												
			SINGLE-UNIT TRUCKS						TRUCK-TRACTOR COMBINATIONS						
			SINGLE TRAILERS			DOUBLE TRAILERS			TRIPLE TRAILERS			NOT REPORTED			
			TOTAL	STANDARD	AXLES	TOTAL	AXLES	OTHER	TOTAL	AXLES	OTHER	AXLES	OTHER	AXLES	OTHER
TOTAL TRUCKS	270.0	-	267.0	.2	264.2	.2	.6	.1	2.9	.3	.7	.2	.1	-	.1
STANDARD ERROR															
MAJOR USE															
AGRICULTURE, FORESTRY AND LUMBERING	39.0	3.9	38.5	.2	.2	.2	.1	.1	.5	.1	.1	.1	.1	-	.1
MINING AND QUARRYING	4.9	1.3	4.7	.3	.3	.3	.1	.1	.2	.1	.1	.1	.1	-	.1
CONSTRUCTION	13.9	2.3	13.4	.4	.3	.3	.1	.1	.5	.1	.1	.1	.1	-	.1
MANUFACTURING	6.9	1.5	6.8	.8	.7	.1	.1	.1	.6	.2	.1	.1	.1	-	.1
WHOLESALE TRADE	6.6	1.5	6.0	.8	.7	.1	.1	.1	.6	.2	.1	.1	.1	-	.1
RETAIL TRADE	9.2	1.9	9.0	.9	.8	.1	.1	.1	.8	.2	.1	.1	.1	-	.1
FOR HIRE TRANSPORTATION	1.7	.5	1.5	.2	.2	.1	.1	.1	.1	.1	.1	.1	.1	-	.1
UTILITIES	3.7	1.2	3.6	.5	.5	.1	.1	.1	.5	.2	.1	.1	.1	-	.1
SERVICES	11.5	2.2	11.3	.3	.3	.1	.1	.1	1.1	.1	.1	.1	.1	-	.1
DAILY RENTAL	174.2	.1	174.4	.2	.2	.1	.1	.1	174.4	.2	.1	.1	.1	-	.1
OTHER	5.2	.7	5.5	.7	.6	.1	.1	.1	5.5	.7	.6	.1	.1	-	.1
NOT IN USE	2.0	.9	1.9	.9	.9	.1	.1	.1	1.9	.9	.9	.1	.1	-	.1
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BODY TYPE															
PICKUP	225.4	3.5	225.4	27.5	225.4	27.5	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
PANEL OR VAN															
MULTISTOP OR WALK-IN															
PLATFORM WITH ADDED DEVICES															
LOW BOY OR DEPRESSSED CENTER															
OTHER PLATFORM															
CATTLE RACK															
INSULATED NONREFRIGERATED VAN															
REFRIGERATED VAN															
FURNITURE VAN															
OPEN TOP VAN															
OTHER ENCLOSED VANS															
BEVERAGE															
UTILITY															
WINCH OR CRANE															
MECHANICAL															
POLE OR LOGGING															
AUTO TRANSPORT															
BOAT TRANSPORT															
MOBILE HOME PULLER															
GARBAGE HAULER															
FRONT LOADER															
ROLL OFF															
NOT SPECIFIED															
DUMP TANK FOR LIQUIDS															
TANK FOR DRY BULK															
CONCRETE MIXER															
FRONT DISCHARGER															
REAR DISCHARGER															
NOT SPECIFIED															
ANNUAL MILES <sup>1</sup>															
LESS THAN 5,000															
5,000 TO 9,999															
10,000 TO 19,999															
20,000 TO 29,999															
30,000 TO 49,999															
50,000 TO 74,999															
75,000 OR MORE															

TRUCK INVENTORY AND USE SURVEY

SEE FOOTNOTES AT END OF TABLE.

Table 7. Trucks by Truck Type and Axle Arrangement: 1977—Con.  
(Thousands)

TRUCK INVENTORY AND USE SURVEY

VEHICULAR AND OPERATIONAL CHARACTERISTICS		TRUCK TYPE AND AXLE ARRANGEMENT									
		SINGLE-UNIT TRUCKS					TRUCK-TRACTOR COMBINATIONS				
		SINGLE TRAILERS			DOUBLE TRAILERS		TRIPLE TRAILERS			TRUCK-TRACTOR COMBINATIONS	
NOT RE-PORTED	RE-PORTED	TOTAL	STANDARD	ERROR	TOTAL	AXLES	3	4	5	6	7
RANGE OF OPERATION											
LOCAL		212.7	4.5		211.5	1.2	.4	1.1	.2	.3	
SHORT RANGE (200 MILES OR LESS)		31.8	3.6		31.7	.2		.2	.2	.5	.2
LONG RANGE (MORE THAN 200 MILES)		55.1	1.5		54.7	4.6		.5			
OFF THE ROAD		19.7	2.8		19.1	18.2		.1	.3		
NOT REPORTED		.7	.5		.7						
BASE OF OPERATION											
PERCENTAGE OF MILES TRAVELED IN STATE OF OPERATION											
LESS THAN 25 PERCENT		1.7	1.9		1.6	1.6		.1			
25 TO 49 PERCENT		4.9	1.5		4.6	4.6		.3			
50 TO 74 PERCENT		29.3	3.5		28.9	28.8		.1			
75 TO 100 PERCENT		234.0	3.8		231.8	229.1		.1			
NOT REPORTED		.2	.1		.2						
VEHICLE SIZE											
LIGHT		250.4	1.4		250.4	250.3		.1			
MEDIUM		8.5	1.3		8.5	8.2		.1			
LIGHT-HEAVY		5.2	1.6		4.2	4.2		.4			
HEAVY-HEAVY		6.0	.3		3.3	1.5		.1			
GROSS WEIGHT											
6,000 OR LESS		200.4	4.6		200.4	200.4					
6,001 TO 10,000		50.0	4.4		50.0	49.9					
10,001 TO 14,000		4.6	1.2		4.6	4.5					
14,001 TO 16,000		1.4	1.2		1.4	1.3					
16,001 TO 18,500		2.5	1.5		2.5	2.5					
18,501 TO 26,000		5.2	1.6		4.9	4.2					
26,001 TO 33,000		1.2	1.1		1.0	1.0					
33,001 TO 40,000		1.1	1.1		1.8	1.4					
40,001 TO 50,000		1.2	1.1		1.8	1.4					
50,001 TO 60,000		.7	.1		.4	.4					
60,001 TO 80,000		1.6									
80,001 TO 100,000		1.2									
100,001 TO 130,000		.2									
130,001 AND OVER											
NOT REPORTED											
YEAR MODEL											
1978											
1977											
1976											
1975											
1974											
1973											
1972											
1971											
1970											
1969											
1968											
1967											
PRE-1967											
NOT REPORTED											
VEHICLE ACQUISITION											
PURCHASED NEW		5.6									
PURCHASED USED		118.9									
LEASED FROM SOMEONE ELSE		146.7									
LEASED TO SOMEONE ELSE		1.1									
NOT REPORTED		5.2									

SEE FOOTNOTES AT END OF TABLE.

Table 7. Trucks by Truck Type and Axle Arrangement: 1977-Con.

(THOUSAND)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TRUCK TYPE AND AXLE ARRANGEMENT									
	SINGLE-UNIT TRUCKS				TRUCK-TRACTOR COMBINATIONS					
	TOTAL TRUCKS		STANDARD ERROR		SINGLE TRAILERS			DOUBLE TRAILERS		
LEASE CHARACTERISTICS <sup>2</sup>			Axes	Axes	Axes	Axes	Axes	Axes	Axes	NOT REPORTED
LEASED WITHOUT DRIVER	4.4	1.3	4.2	4.0	.2	.1	.2	.1	.1	
LEASED WITH DRIVER	1.9	.9	1.7	1.7	.1	.1	.2	.1	.1	
LESEE:	6.2	1.6	6.0	5.7	.2	.1	.3	.1	.2	
PRIVATE	-	-	-	-	-	-	-	-	-	
GOVERNMENT	-	-	-	-	-	-	-	-	-	
LENGTH OF LEASE:										
LESS THAN 30 DAYS	1.3	.7	1.3	1.2	.1	.1	.1	.1	.1	
30 DAYS TO 1 YEAR	1.5	.5	1.5	1.6	.1	.1	.1	.1	.1	
1 TO 3 YEARS	3.3	1.2	3.2	3.1	.1	.1	.1	.1	.1	
MORE THAN 3 YEARS	1.0	.5	.9	.8	.1	.1	.1	.1	.1	
PROVISIONS OF LEASE:										
MAINTENANCE	1.8	.9	1.7	1.7	.1	.1	.1	.1	.1	
FINANCING	2.6	1.0	2.5	2.3	.1	.1	.1	.1	.1	
PROCUREMENT AND SALE	-	-	.1	.1	-	-	-	-	-	
OPERATOR CLASSIFICATION										
NOT FOR HIRE:										
PRIVATE OWNER OR INDIVIDUAL										
FOR HIRE INTRASTATE:										
EXEMPT CARRIER	264.1	1.3	262.0	259.5	1.9	.5	2.2	.3	.5	1.0
COMMON CARRIER										
CONTRACT CARRIER										
FOR HIRE INTRASTATE:										
LOCAL CARRIAGE										
FOR HIRE DAILY RENTAL										
NOT REPORTED										
PRODUCTS CARRIED										
FARM PRODUCTS	18.3	2.7	17.9	17.6	.2	.1	.4	.1	.1	
LIVE ANIMALS	12.1	2.4	12.0	11.9	.1	.1	.1	.1	.1	
MINING PRODUCTS	1.4	2.7	1.3	1.2	.1	.1	.1	.1	.1	
LOSS AND OTHER FOREST PRODUCTS	2.8	1.1	2.7	2.6	.1	.1	.2	.1	.1	
PROCESSED FOODS	2.7	.9	2.5	2.4	.1	.1	.1	.1	.1	
TEXTILE MILL PRODUCTS	1.0	2.7	1.0	1.0	.1	.1	.1	.1	.1	
BUILDING MATERIALS	16.6	2.5	16.3	15.4	.8	.1	.5	.1	.2	
HOUSEHOLD GOODS	5.7	1.6	5.6	5.6	.1	.1	.1	.1	.1	
FURNITURE OR HARDWARE	2.1	1.0	2.1	2.1	.1	.1	.1	.1	.1	
PAPER PRODUCTS	1.0	.7	1.0	1.0	.1	.1	.1	.1	.1	
CHEMICALS										
PETROLEUM										
PRIMARY METAL PRODUCTS										
FABRICATED METAL PRODUCTS										
MACHINERY, EXCEPT ELECTRICAL										
ELECTRICAL MACHINERY										
TRANSPORTATION EQUIPMENT										
SCRAP, REFUSE, OR GARBAGE										
MIXED CARGOES	18.1	2.8	17.9	17.8	.1	.1	.2	.1	.1	
CRAFTSMAN'S EQUIPMENT	12.7	2.4	12.7	12.7	.1	.1	.2	.1	.1	
SPECIAL EQUIPMENT	3.0	.9	2.8	2.4	.3	.1	.2	.1	.1	
PERSONAL TRANSPORTATION	144.3	5.0	144.3	144.3	.3	.1	.4	.1	.1	
OTHER TRANSPORTATION										
NOT REPORTED										
HAZARDOUS MATERIALS CARRIED										
LESS THAN 25 PERCENT OF TIME	2.4	.9	2.1	2.0	.1	.1	.1	.1	.1	
25 TO 49 PERCENT OF TIME	.7	.5	.5	.5	.1	.1	.1	.1	.1	
50 TO 74 PERCENT OF TIME										
75 TO 100 PERCENT OF TIME										
NO PERCENT REPORTED	229.6	4.0	227.1	224.5	2.0	.5	2.6	.3	.6	
NO HAZARDOUS MATERIAL CARRIED										
NOT REPORTED										

SEE FOOTNOTES AT END OF TABLE.

Table 7. Trucks by Truck Type and Axle Arrangement: 1977-Cont.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	TRUCK TYPE AND AXLE ARRANGEMENT									
			SINGLE-UNIT TRUCKS			TRUCK-TRACTOR COMBINATIONS			TRAILERS			
			SINGLE TRAILERS		DOUBLE TRAILERS	TRIPLE TRAILERS		OTHER	7 AXLES	6 AXLES	5 AXLES	4 AXLES
TRUCK FLEET SIZE <sup>1</sup>												
1 TO 5	200.7	4.7	200.1	199.8	.2	.1	.1					
6 TO 10	44.0	4.1	44.0	43.3	.4	.9	.2					
11 TO 20	15.3	2.3	14.4	13.4	.2	.2						
.20 OR MORE	9.2	1.7	8.5	7.8	.1	.6						
MILES PER GALLON												
LESS THAN 5	8.6	1.0	6.7	5.1	.2	.8						
5 TO 6.9	4.6	1.0	4.0	3.7	.1	.2						
7 TO 8.9	12.4	2.1	12.1	11.8	.2	.1						
9 TO 11.9	46.1	4.3	46.0	45.7	.1	.2						
12 TO 14.9	68.8	5.0	68.8	68.7	.1	.1						
15 TO 19.9	87.7	5.3	87.7	87.6	.1	.1						
20 OR MORE	25.3	3.4	25.3	25.3	.1	.1						
NOT REPORTED			16.5	2.7								
EQUIPMENT TYPE												
TRANSMISSION:												
MANUAL	177.2	5.4	174.3	171.8	.6	2.8	.3	.6	1.4			
SEMI-AUTOMATIC	83.8	5.3	83.8	83.6	.2							
NOT REPORTED	9.0	2.0	9.0	8.9	.1							
BRAKING SYSTEM:												
HYDRAULIC	216.5	4.4	216.2	215.4	.4	.5	.3	.1				
AIR:	29.7	3.9	29.7	29.5	.1	2.6	.2	.5	1.4			
OTHER	16.2	2.7	16.2	16.1	.1							
NOT REPORTED	19.7	2.9	19.7	19.2	.1							
ANTI-WHEEL-LOCK DEVICE <sup>2</sup>												
POWER STEERING <sup>2</sup>												
AIR CONDITIONING <sup>2</sup>												
FUEL CONSERVATION EQUIPMENT <sup>2</sup>												
RADIAL TIRES	49.3	4.4	48.7	48.2	.4	.1	.6					
DRAG REDUCTION DEVICES	1.2	1.2	1.1	1.1								
VARIABLE SPEED FAN	37.4	3.9	37.1	36.8	.2							
FUEL EFFICIENT ENGINE	18.5	2.8	18.0	17.7	.3							
AXLE OR DRIVE RATIO CHANGE	16.3	2.2	15.5	14.3	.7							
NOT REPORTED	171.7	5.4	170.4	169.1	.1							
MAINTENANCE <sup>2</sup>												
MAINTENANCE PERFORMED ON--												
ENGINE	48.2	4.3	47.2	46.4	.7							
TRANSMISSION	28.5	3.4	27.9	27.4	.4							
BRAKING SYSTEM	57.3	4.6	56.6	56.6	.5							
REAR AXLE AND DIFFERENTIAL	18.9	2.8	18.4	18.1	.2							
NONE OF THE ABOVE	150.9	5.6	149.6	148.6	.0							
NOT REPORTED												
MAINTENANCE PERFORMED BY--												
SELF OR OWN REPAIR SHOP	62.0	4.7	61.0	60.1	.8							
TRUCK DEALER	16.4	2.7	16.1	15.8	.2							
FACTORY BRANCH	1.7	.9	1.6	1.6								
LEASING COMPANY	1.6	.9	1.6	1.6								
INDEPENDENT GARAGE	41.9	4.1	41.3	41.0	.2							
OTHER	6.8	1.8	6.8	6.8	.1							
NOT REPORTED			146.0	145.0	.0							
ENGINE TYPE AND SIZE												
GASOLINE	264.0	1.0	263.0	261.5	.6							
DIESEL	3.6	1.2	1.6	1.3								
LPG OR OTHER	2.4	1.0	2.4	2.4								
NOT REPORTED												

SEE FOOTNOTES AT END OF TABLE.

Table 7. Trucks by Truck Type and Axle Arrangement: 1977—Con.  
(Thousands)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TRUCK TYPE AND AXLE ARRANGEMENT										NOT REPORTED				
	SINGLE-UNIT TRUCKS			TRACTOR COMBINATIONS				TRAILERS							
	TOTAL	STANDARD	ERROR	TOTAL	AXLES <sup>2</sup>	AXLES <sup>3</sup>	OTHER	TOTAL	AXLES <sup>4</sup>	AXLES <sup>5</sup>	OTHER	AXLES <sup>6</sup>	OTHER	AXLES <sup>7</sup>	OTHER
ENGINE TYPE AND SIZE--CON.															
CYLINDERS:															
4.	19.6	3.0	19.6	19.6	1.2	1.2	1.2	1.5	.1	.2	1.0	1.1	1.1	1.1	1.1
5.	70.4	4.9	68.9	67.9	1.2	1.2	1.2	1.4	.3	.4	1.4	1.2	1.2	1.2	1.2
6.	171.2	5.3	175.8	174.3	1.0	1.0	1.0	1.4	.1	.4	1.4	1.2	1.2	1.2	1.2
OTHER	2.5	1.0	2.5	2.5	1.2	1.2	1.2	1.4	.1	.4	1.4	1.2	1.2	1.2	1.2
NOT REPORTED	2.2	1.0	2.2	2.2	1.2	1.2	1.2	1.4	.1	.4	1.4	1.2	1.2	1.2	1.2
CUBIC INCH DISPLACEMENT:															
GASOLINE ENGINES															
LESS THAN 200	11.0	2.3	11.0	11.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
200 TO 299	50.5	4.4	50.5	50.5	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
300 TO 399	35.1	3.8	35.0	34.7	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
400 TO 399	85.3	5.3	85.3	84.8	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
400 OR MORE	17.6	2.7	17.1	16.7	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
NOT REPORTED	64.6	4.8	64.4	64.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
DIESEL ENGINES															
LESS THAN 400.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1
400 TO 599	.7	.1	.6	.6	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2
600 TO 799	.6	.1	.5	.5	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2
800 OR MORE	.9	.1	.8	.8	.3	.3	.3	.3	.3	.3	.3	.3	.3	.3	.3
NOT REPORTED	1.3	.1	1.3	1.3	.6	.6	.6	.6	.6	.6	.6	.6	.6	.6	.6
OTHER ENGINES															
LESS THAN 400.	1.3	.7	1.3	1.3	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
400 OR MORE	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1
NOT REPORTED															
CAB TYPE <sup>8</sup>															
CAB FORWARD OF ENGINE	.2	.1	.2	.2	.4	.4	.4	.5	.5	.5	.5	.5	.5	.5	.5
CAB OVER ENGINE	1.3	1.3	1.3	1.3	1.7	1.7	1.7	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
SHORT HOOD CONVENTIONAL	14.5	1.6	14.5	14.5	3.6	3.6	3.6	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
MEDIUM HOOD CONVENTIONAL	6.4	.5	6.4	6.4	5.6	5.6	5.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
LONG HOOD CONVENTIONAL	3.9	.2	3.9	3.9	2.5	2.5	2.5	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
OTHER	.2	.1	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2
NOT REPORTED	.5	.1	.5	.5	.7	.7	.7	.6	.6	.6	.6	.6	.6	.6	.6
CAB WITH SLEEPER UNIT															
CAB WITH SLEEPER UNIT	1.3	.1	1.3	1.3	.5	.5	.5	.6	.6	.6	.6	.6	.6	.6	.6

SEE FOOTNOTES AT END OF TABLE.

Table 7. Trucks by Truck Type and Axle Arrangement: 1977—Con.

TRUCK INVENTORY AND USE SURVEY

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	TRUCK TYPE AND AXLE ARRANGEMENT										
			SINGLE-UNIT TRUCKS			TRUCK-TRACTOR COMBINATIONS				DOUBLE TRAILERS			
			TOTAL	AXLES	OTHER	TOTAL	AXLES	OTHER	TOTAL	AXLES	OTHER	AXLES	OTHER
<b>PICKUPS, PANELS, VANS, MULTISTOPS, OR WALK-INS</b>													
TOTAL	253.6	.5	253.6	253.6		223.4	223.4		225.4				
PICKUPS	22.4	3.5	22.4	22.4		27.5	27.5		27.5				
PANELS OR VANS		.7		.7			.5	.7					
MULTISTOPS OR WALK-INS													
DRIVING WHEELS:													
4-WHEEL DRIVE													
2-WHEEL DRIVE	31.8	3.7	31.8	31.8		188.1	188.1		188.1				
NOT REPORTED	188.1	3.8	188.1	188.1		33.8	33.8		33.8				
AXLES ON VEHICLE:													
2	196.1	4.7	196.1	196.1									
3													
NOT REPORTED	57.4	4.7	57.4	57.4									
CAMPER BODY OR SPECIAL CAMPING EQUIPMENT:													
SLIDE-IN CAMPER	11.0	2.3	11.0	11.0		42.2	42.2		42.2				
PICKUP SHELL COVER	42.2	4.2	42.2	42.2		2.6	2.6		2.6				
CAMPER BODY	2.6	1.1	2.6	2.6									
NOT REPORTED	197.8	4.7	197.8	197.8									

NOTE: DATA RELATE TO STATE OF REGISTRATION, WHICH IN MOST CASES IS BASE OF OPERATION; HOWEVER, SOME TRUCKS REGISTERED IN A GIVEN STATE ARE ACTUALLY BASED IN ANOTHER STATE BECAUSE OF ROUNDING. STANDARD ERROR IS AN ACTUAL NUMBER FOR DISCUSSION OF PROPER USE AND INTERPRETATION. SEE INTRODUCTION.

\* ESTIMATE IS LESS THAN 50 TRUCKS.

<sup>1</sup>WHEN NO RESPONSE WAS OBTAINED FOR ANNUAL MILES, DATA WERE IMPUTED. DETAIL DOES NOT ADD TO TOTALS BECAUSE ITEMS WERE NOT APPLICABLE OR MULTIPLE RESPONSES WERE POSSIBLE.

<sup>2</sup>WHEN NO RESPONSE WAS OBTAINED, ONE TRUCK WAS IMPUTED BASED ON BODY TYPE OF SAMPLED VEHICLE.

<sup>3</sup>BECUSE SOME "LIGHT" TRUCK RESPONDENTS WERE UNFAMILIAR WITH BRAKING SYSTEM TERMINOLOGY, A LARGE PROPORTION OF DATA FOR "OTHER" SHOULD BE FOR "HYDRAULIC" (E.G., DATA ON POWER ASSISTED BRAKES, DISC BRAKES, VACUUM-HYDRAULIC, ETC.). DATA RELATE ONLY TO SPECIFIED EQUIPMENT ON WHICH MAINTENANCE WAS PERFORMED.

<sup>4</sup>PICKUPS, PANELS, VANS, AND MULTISTOPS ARE NOT INCLUDED.

# APPENDIX A. Survey Form

DUE DATE 15 DAYS AFTER RECEIPT OF FORM

U.S. DEPARTMENT OF COMMERCE  
BUREAU OF THE CENSUS

Form Approved: O.M.B. Number 41-576075

FORM TC-200  
(1-51-77)

**NOTICE** — Response to this inquiry is required by law (Title 13, U.S. Code). By the same law your report to the Census Bureau is confidential. It may be seen only by sworn Census employees and may be used only for statistical purposes. The law also provides that copies retained in your files are immune from legal process.

In correspondence pertaining to this report,  
please refer to this control number

## TRUCK INVENTORY AND USE SURVEY

### 1977 CENSUS OF TRANSPORTATION

#### INSTRUCTIONS

In correspondence pertaining to this report, please include State and license number and the control number shown in the address label. Return the form in the enclosed preaddressed envelope not later than 15 days after receipt.

RETURN TO

Bureau of the Census  
451 East Ninth Street  
Jeffersonville, Indiana 47132

(Please correct any error in name and address including ZIP code)

#### Section A — VEHICLE IDENTIFICATION AND USE

**Item 1 — VEHICLE IDENTIFICATION (Please correct any errors or omissions in the identification of the vehicle)**

Make	Year of model	Registered weight or capacity	State	License number	Vehicle identification number

**NOTE:** Please complete this form whether or not you are still the owner of the vehicle identified in Item 1.

**Item 2 — OWNERSHIP OF VEHICLE**

Are you still the owner (or license holder) or lessor of this vehicle?

 Yes No → When did you sell, trade, or otherwise dispose of it? \_\_\_\_\_

Month \_\_\_\_\_ Year \_\_\_\_\_

**Item 3 — ACQUISITION OF VEHICLE**

a. How did you acquire this vehicle?

- Purchased new
- Purchased used
- Leased from someone else

Month \_\_\_\_\_ Year \_\_\_\_\_

b. When did you acquire this vehicle? \_\_\_\_\_

 Yes No

c. During past 12 months was this vehicle leased or rented to others?

- Without driver
- With driver (or as owner operator)

**Item 4 — LEASE CHARACTERISTICS**

a. Was the lessee —

- Private (non-government)?
- Unit of government?

b. What is the length of lease or rental agreement?

- Less than 30 days
- 30 days to 1 year
- 1-3 years
- More than 3 years

c. Does your agreement include —

- Financing?
- Maintenance?
- Procurement and sale?

**Item 5 — CLASSIFICATION OF OPERATOR**

Mark (X) the box which is the most appropriate for your type of operation

Not for hire —

- Private owner or an individual, or company which just transports its own materials or merchandise. Includes an individual or a business such as a bakery, oil company, or soft drink bottler.

For hire —

- Interstate — exempt carrier (not required to have an I.C.C. certificate because only exempt commodities are transported, such as: fresh agricultural products, fish, newspapers, or air freight haulage)
- Interstate — I.C.C. certified contract carrier (carrying the goods of other than the owner by individual contract or agreement)
- Interstate — I.C.C. certified common carrier (offering service to the general public, usually operating a regularly scheduled service between established terminals over a more or less regular route)
- Intrastate — operating only within the State of registration (including local cartage, hauling between locations in the same town, city, or suburb)

**Item 6 — MAJOR USE OF THE TRUCK OR COMBINATION**

How was the vehicle mostly used during the past 12 months? Mark (X) ONE box. If the vehicle was leased to someone else mark (X) ONE box that describes the business of the person or company to whom you leased the vehicle the longest time.

- On farm or ranch, or other agricultural activity
- In forestry or lumbering
- In mining or quarrying
- In construction — buildings, or roads
- In manufacturing, refining, or processing
- In wholesale trade
- In retail trade
- For hire transportation — mixed or general cargo
- In utilities — telephone, electric, gas, etc.
- In services — hotel, automobile repair, laundry, funeral services, advertising, plumbing, refuse collection, repair, etc.
- Daily rental or short term lease, without driver
- For personal transportation — used in place of an automobile to go from home to work; for outdoor recreation (camping, etc.)
- Other — If none of the above applies to the use you make of the vehicle, describe the main use of the vehicle here.

**Item 7 — PRODUCTS CARRIED**
**a. Principal products carried during past 12 months**

- Mark (X) ONE box which indicates products usually carried by this vehicle
- Farm products (crops and fruits, raw milk, etc.)
  - Live animals (horses, livestock, poultry or other animals)
  - Mining products
  - Logs and other forest products
  - Processed foods (dressed meat, beverages, dairy products, etc.) or tobacco
  - Textile mill products including apparel and leather goods, etc.
  - Building materials (lumber, millwork, sand, gravel, glass, concrete, etc.)
  - Household goods (moving)
  - Furniture or hardware (not including household goods moving)
  - Paper products, including printing and publishing products
  - Chemical and related products, including drugs, paints, fertilizers, etc.
  - Petroleum or petroleum products
  - Primary metal products (ingots, billets, pipes, sheets, etc.)
  - Fabricated metal products (except machinery and transportation equipment)
  - Machinery, except electrical
  - Electrical machinery, equipment, and supplies, including household appliances
  - Transportation equipment (motor vehicles, trailers, boats, motorcycles, etc.)
  - Scrap, refuse, or garbage
  - Mixed cargoes
  - Craftsman's vehicle, such as plumbers, carpenters, "traveling workshops," etc.
  - Special equipment such as a crane, compressor, winch, drilling rigs, etc.
  - No products carried (personal transportation)
  - Other — Describe \_\_\_\_\_

Code No.

**b. Secondary product carried (if applicable)**

Of the list above, what would you consider to be the secondary product most carried by this vehicle? \_\_\_\_\_

**Item 8 — HAZARDOUS MATERIALS**

a. Was this truck (or combination) used to haul hazardous materials during the past 12 months in quantities large enough to require a placard under the Code of Federal Regulations, Title 49, Transportation?

- No — SKIP to item 9
- Yes — Continue with b

b. Approximately what percent of the time was this unit used to haul hazardous materials?

- Less than 25%
- 25-49%
- 50-74%
- 75-100%

**Section B — OPERATIONAL CHARACTERISTICS**
**Item 9 — BASE OF OPERATION**

a. What was the principal place from which this vehicle was operated?

City or town \_\_\_\_\_

County \_\_\_\_\_

State \_\_\_\_\_

b. What percentage of the miles traveled by this vehicle was within the State named in Item 9a?

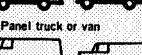
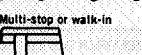
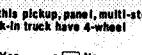
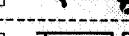
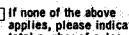
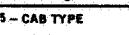
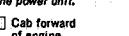
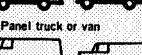
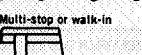
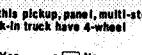
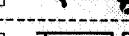
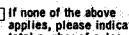
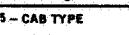
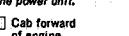
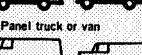
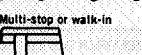
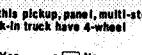
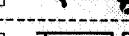
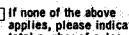
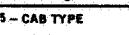
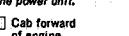
- Below 25%
- 25-49%
- 50-74%
- 75-100%

**Item 10 — NUMBER OF TRUCKS, TRUCK-TRACTORS AND TRAILERS OPERATED FROM "BASE OF OPERATION"**

How many trucks, truck-tractors and trailers are you operating from base named in Item 9a?

	Total number
a. Pickups, vans (panels), multi-stops .....	_____
b. Other straight trucks .....	_____
c. Truck-tractors .....	_____
d. Trailers (semi- and full trailers) .....	_____

CONTINUE ON REVERSE SIDE

Section B - OPERATIONAL CHARACTERISTICS - Con.		Section C - PHYSICAL CHARACTERISTICS - Con.																																																																																																																																																																																																																																																																																																																																																																																																																																							
<b>Item 11 - AREA OF OPERATION</b>		<b>Item 21 - TYPE AND SIZE OF BODY</b> Indicate both body type and body size																																																																																																																																																																																																																																																																																																																																																																																																																																							
Where was this vehicle mostly operated? <input checked="" type="checkbox"/> One box only		<table border="1"> <tr> <td><b>BODY TYPE</b></td> <td><b>LENGTH OF LOAD SPACE OR CAPACITY</b></td> </tr> <tr> <td>Mark (X) ONE box to describe the type of the truck or combination. If the power unit is a truck-tractor, report body type of the combination most frequently used with the power unit.</td> <td>Mark (X) ONE box to indicate length of load space or capacity. If two or more trailing units, mark (X) for combined length or capacity.</td> </tr> <tr> <td>(a)</td> <td>(b)</td> </tr> <tr> <td> <input type="checkbox"/> 01 Pickup truck   </td> <td>Length of load space (feet)</td> </tr> <tr> <td> <input type="checkbox"/> 02 Panel truck or van   </td> <td>or Less than 7 feet</td> </tr> <tr> <td> <input type="checkbox"/> 03 Multi-stop or walk-in   </td> <td>02 7 and less than 10</td> </tr> <tr> <td colspan="2">Does this pickup, panel, multi-stop or walk-in truck have 4-wheel drive?</td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 01 Yes      <input type="checkbox"/> 02 No         </td> <td>03 10 and less than 13</td> </tr> <tr> <td colspan="2">b. What is the number of axles on vehicle?</td> <td>04 13 and less than 16</td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 01 Two      <input type="checkbox"/> 02 Three         </td> <td>05 16 and less than 20</td> </tr> <tr> <td colspan="2">c. Is this pickup, panel, multi-stop or walk-in truck equipped with a:</td> <td>06 20 and less than 28</td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 01 Side bin in camper?      <b>Mark (X) ONE box</b>  <input type="checkbox"/> 02 Pickup shell cover?  <input type="checkbox"/> 03 Camper body?  <input type="checkbox"/> 04 None of above         </td> <td>07 28 and less than 36</td> </tr> <tr> <td colspan="2"></td> <td>08 36 and less than 41</td> </tr> <tr> <td colspan="2">d. Platform with added devices; such as spreaders, dumpers, lifts, etc.</td> <td>01 Less than 7 feet</td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 05 Low boy or depressed center  <input type="checkbox"/> 06 Other platform - including grain flatbed, high bed, stake  <input type="checkbox"/> 07 Cattle rack (hogs, calves, and other livestock)  <input type="checkbox"/> 08 Insulated non-refrigerated van  <input type="checkbox"/> 09 Insulated refrigerated van  <input type="checkbox"/> 10 Furniture van  <input type="checkbox"/> 11 Open top van  <input type="checkbox"/> 12 All other enclosed vans  <input type="checkbox"/> 13 Beverage  <input type="checkbox"/> 14 Utility (body equipped for mobile repair and service, e.g., telephone line truck, electric utility, etc.)  <input type="checkbox"/> 15 Winch or crane other than wrecker (including roll on, roll off)  <input type="checkbox"/> 16 Wrecker  <input type="checkbox"/> 17 Pole or logging  <input type="checkbox"/> 18 Auto transport  <input type="checkbox"/> 19 Boat transport  <input type="checkbox"/> 20 Mobile home pullers  <input type="checkbox"/> 21 Garbage or refuse hauler  <input type="checkbox"/> 31 Front loader  <input type="checkbox"/> 32 Rear loader packer  <input type="checkbox"/> 33 Roll off         </td> <td>02 7 and less than 10</td> </tr> <tr> <td colspan="2"></td> <td>03 10 and less than 13</td> </tr> <tr> <td colspan="2"></td> <td>04 13 and less than 16</td> </tr> <tr> <td colspan="2"></td> <td>05 16 and less than 20</td> </tr> <tr> <td colspan="2"></td> <td>06 20 and less than 28</td> </tr> <tr> <td colspan="2"></td> <td>07 28 and less than 36</td> </tr> <tr> <td colspan="2"></td> <td>08 36 and less than 41</td> </tr> <tr> <td colspan="2"></td> <td>09 41 and less than 45</td> </tr> <tr> <td colspan="2"></td> <td>10 45 and less than 73</td> </tr> <tr> <td colspan="2"></td> <td>11 73 or more</td> </tr> <tr> <td colspan="2">e. Capacity size (Cubic yds.)</td> <td>Capacity size (Cubic yds.)</td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 31 Less than 20  <input type="checkbox"/> 32 20 to 25  <input type="checkbox"/> 33 26 and over         </td> <td>31 Less than 20</td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 40 Dump truck or combination         </td> <td>32 20 to 25</td> </tr> <tr> <td colspan="2"></td> <td>33 26 and over</td> </tr> <tr> <td colspan="2">f. Capacity of dump (water level without side boards) (Cubic yards)</td> <td>Capacity of dump (water level without side boards) (Cubic yards)</td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 41 Under 5  <input type="checkbox"/> 42 5 to 6.9  <input type="checkbox"/> 43 7 to 9.9  <input type="checkbox"/> 44 10 to 11.9  <input type="checkbox"/> 45 12 to 14.9  <input type="checkbox"/> 46 15 to 17.9  <input type="checkbox"/> 47 18 to 19.9  <input type="checkbox"/> 48 20 to 29.9  <input type="checkbox"/> 49 30 or more         </td> <td>41 Under 5</td> </tr> <tr> <td colspan="2"></td> <td>42 5 to 6.9</td> </tr> <tr> <td colspan="2"></td> <td>43 7 to 9.9</td> </tr> <tr> <td colspan="2"></td> <td>44 10 to 11.9</td> </tr> <tr> <td colspan="2"></td> <td>45 12 to 14.9</td> </tr> <tr> <td colspan="2"></td> <td>46 15 to 17.9</td> </tr> <tr> <td colspan="2"></td> <td>47 18 to 19.9</td> </tr> <tr> <td colspan="2"></td> <td>48 20 to 29.9</td> </tr> <tr> <td colspan="2"></td> <td>49 30 or more</td> </tr> <tr> <td colspan="2">g. Liquid capacity of tank (Gallons)</td> <td>Liquid capacity of tank (Gallons)</td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 50 Tank truck or combination (for liquids)         </td> <td> <input type="checkbox"/> 51 Less than 1,000  <input type="checkbox"/> 52 1,000 to 1,999  <input type="checkbox"/> 53 2,000 to 2,999  <input type="checkbox"/> 54 3,000 to 3,999  <input type="checkbox"/> 55 4,000 to 5,999  <input type="checkbox"/> 56 6,000 to 7,999  <input type="checkbox"/> 57 8,000 to 11,999  <input type="checkbox"/> 58 12,000 or more         </td> </tr> <tr> <td colspan="2"></td> <td>51 Less than 1,000</td> </tr> <tr> <td colspan="2"></td> <td>52 1,000 to 1,999</td> </tr> <tr> <td colspan="2"></td> <td>53 2,000 to 2,999</td> </tr> <tr> <td colspan="2"></td> <td>54 3,000 to 3,999</td> </tr> <tr> <td colspan="2"></td> <td>55 4,000 to 5,999</td> </tr> <tr> <td colspan="2"></td> <td>56 6,000 to 7,999</td> </tr> <tr> <td colspan="2"></td> <td>57 8,000 to 11,999</td> </tr> <tr> <td colspan="2"></td> <td>58 12,000 or more</td> </tr> <tr> <td colspan="2">h. Dry bulk capacity (Cubic feet)</td> <td>Dry bulk capacity (Cubic feet)</td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 60 Tank truck or combination (for dry bulk)         </td> <td> <input type="checkbox"/> 61 Less than 300  <input type="checkbox"/> 62 300 to 599  <input type="checkbox"/> 63 600 to 899  <input type="checkbox"/> 64 900 to 1,199  <input type="checkbox"/> 65 1,200 to 1,499  <input type="checkbox"/> 66 1,500 or more         </td> </tr> <tr> <td colspan="2"></td> <td>61 Less than 300</td> </tr> <tr> <td colspan="2"></td> <td>62 300 to 599</td> </tr> <tr> <td colspan="2"></td> <td>63 600 to 899</td> </tr> <tr> <td colspan="2"></td> <td>64 900 to 1,199</td> </tr> <tr> <td colspan="2"></td> <td>65 1,200 to 1,499</td> </tr> <tr> <td colspan="2"></td> <td>66 1,500 or more</td> </tr> <tr> <td colspan="2">i. Capacity of mixer (Cubic yards)</td> <td>Capacity of mixer (Cubic yards)</td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 70 Concrete mixer  <input type="checkbox"/> 71 Front discharger  <input type="checkbox"/> 72 Rear discharger         </td> <td> <input type="checkbox"/> 73 Less than 6  <input type="checkbox"/> 74 6 to 6.9  <input type="checkbox"/> 75 7 to 7.9  <input type="checkbox"/> 76 8 to 8.9  <input type="checkbox"/> 77 9 to 9.9  <input type="checkbox"/> 78 10 to 10.9  <input type="checkbox"/> 79 11 to 11.9  <input type="checkbox"/> 80 12 or over         </td> </tr> <tr> <td colspan="2"></td> <td>73 Less than 6</td> </tr> <tr> <td colspan="2"></td> <td>74 6 to 6.9</td> </tr> <tr> <td colspan="2"></td> <td>75 7 to 7.9</td> </tr> <tr> <td colspan="2"></td> <td>76 8 to 8.9</td> </tr> <tr> <td colspan="2"></td> <td>77 9 to 9.9</td> </tr> <tr> <td colspan="2"></td> <td>78 10 to 10.9</td> </tr> <tr> <td colspan="2"></td> <td>79 11 to 11.9</td> </tr> <tr> <td colspan="2"></td> <td>80 12 or over</td> </tr> <tr> <td colspan="2">j. Fleet number of vehicle</td> <td>Fleet number of vehicle</td> </tr> <tr> <td colspan="2">k. Other body types - If the above descriptions do not satisfactorily describe your vehicle, enter identifying body type and size or capacity.</td> <td>Other body types - If the above descriptions do not satisfactorily describe your vehicle, enter identifying body type and size or capacity.</td> </tr> <tr> <td colspan="2"><b>Item 22 - POWERED AXLES</b></td> <td>How many driving (powered) axles does this vehicle have? Report powered tandem axles as two axles.</td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 1 One      <input type="checkbox"/> 2 Two      <input type="checkbox"/> 3 Three      <input type="checkbox"/> 4 Four         </td> <td>SK/P to Item 25</td> </tr> <tr> <td colspan="2"><b>Item 23 - VEHICLE TYPE</b></td> <td>Mark (X) ONE box which best describes your vehicle</td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 1 Single unit truck  <input type="checkbox"/> 2 Two axle  <input type="checkbox"/> 3 Three axle  <input type="checkbox"/> 4 Other         </td> <td>Single unit truck</td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 1 Two axle  <input type="checkbox"/> 2 Three axle  <input type="checkbox"/> 3 Other         </td> <td>SK/P to Item 24</td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 4 Two axle  <input type="checkbox"/> 5 Three axle  <input type="checkbox"/> 6 Other         </td> <td>Continue with Item 24</td> </tr> <tr> <td colspan="2"><b>Item 24 - AXLE ARRANGEMENT OF TRAILER UNITS</b></td> <td>Mark (X) ONE box that illustrates the axle arrangement of the trailer unit most frequently used with the power unit.</td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 1         </td> <td>  </td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 2         </td> <td>  </td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 3         </td> <td>  </td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 4         </td> <td>  </td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 5         </td> <td>  </td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 6         </td> <td>  </td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 7         </td> <td>  </td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 8         </td> <td>  </td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 9         </td> <td>  </td> </tr> <tr> <td colspan="2"></td> <td>Total axles</td> </tr> <tr> <td colspan="2"></td> <td>Total trailing units</td> </tr> <tr> <td colspan="2">b. <b>Item 25 - CAB TYPE</b></td> <td>If none of the above applies, please indicate total number of axles and trailing units</td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 1 Cab forward of engine         </td> <td>  </td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 2 Cab over engine         </td> <td>  </td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 3 Short hood conventional         </td> <td>  </td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 4 Medium hood conventional         </td> <td>  </td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 5 Long hood conventional         </td> <td>  </td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 6 Other - Describe         </td> <td></td> </tr> <tr> <td colspan="2">c. <b>Item 26 - PERSON TO CONTACT REGARDING THIS REPORT</b></td> <td></td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 1 Yes      <input type="checkbox"/> 2 No         </td> <td></td> </tr> <tr> <td colspan="2">Remarks</td> <td></td> </tr> <tr> <td colspan="2"><b>Item 12 - VEHICLE MILES AND MILES PER GALLON</b></td> <td>Address (Number and street, city, State, ZIP code)</td> </tr> <tr> <td colspan="2"> <b>ANNUAL MILES</b>          a. What are the total miles this vehicle was driven during the past 12 months? (If vehicle was idle for the year, enter "None." If owned less than 12 months, estimate probable miles for a year.)       </td> <td>Telephone →</td> </tr> <tr> <td colspan="2"> <b>MILES</b>          Miles       </td> <td>Area code →</td> </tr> <tr> <td colspan="2"> <b>LIFETIME MILES</b>          Miles       </td> <td>Number</td> </tr> <tr> <td colspan="2"> <b>MILES PER GALLON</b>          Miles per gallon       </td> <td>Extension</td> </tr> <tr> <td colspan="2"> <b>c. What was the average miles per gallon you received from this vehicle?</b> </td> <td>Fleet number of vehicle</td> </tr> <tr> <td colspan="2"> <b>d. Is the figure entered in 12c above measured or estimated?</b> </td> <td></td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 1 Measured from records      <input type="checkbox"/> 2 Estimated         </td> <td></td> </tr> <tr> <td colspan="2"><b>Item 13 - MAINTENANCE</b></td> <td></td> </tr> <tr> <td colspan="2">a. Was major maintenance (nonroutine) performed on the following equipment of this vehicle during the past 12 months?</td> <td></td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 1 Engine      <input type="checkbox"/> 4 Rear axle and differential  <input type="checkbox"/> 2 Transmission      <input type="checkbox"/> 5 None of the above  <input type="checkbox"/> 3 Braking system         </td> <td></td> </tr> <tr> <td colspan="2">b. By whom was this major maintenance performed?</td> <td></td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 1 Yourself or own repair shop (set up specifically for maintenance)?      <input type="checkbox"/> 4 Leasing company?  <input type="checkbox"/> 2 Truck dealer?      <input type="checkbox"/> 5 Independent garage?  <input type="checkbox"/> 3 Factory branch?      <input type="checkbox"/> 6 Other - Describe         </td> <td></td> </tr> <tr> <td colspan="2"><b>Section C - PHYSICAL CHARACTERISTICS</b></td> <td></td> </tr> <tr> <td colspan="2"><b>Item 14 - GROSS WEIGHT</b></td> <td></td> </tr> <tr> <td colspan="2">Mark (X) ONE box that is nearest the maximum gross weight in pounds (empty weight of vehicle plus carried load) at which this truck or combination was operated during the past 12 months. (If straight truck report GVW, if combination, report GCW.)</td> <td></td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 01 6,000 or less  <input type="checkbox"/> 02 6,001 to 10,000  <input type="checkbox"/> 03 10,001 to 14,000  <input type="checkbox"/> 04 14,001 to 16,000  <input type="checkbox"/> 05 16,001 to 19,500  <input type="checkbox"/> 06 19,501 to 26,000  <input type="checkbox"/> 07 26,001 to 33,000         </td> <td></td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 08 33,001 to 40,000  <input type="checkbox"/> 09 40,001 to 50,000  <input type="checkbox"/> 10 50,001 to 60,000  <input type="checkbox"/> 11 60,001 to 80,000  <input type="checkbox"/> 12 80,001 to 100,000  <input type="checkbox"/> 13 100,001 to 130,000  <input type="checkbox"/> 14 130,001 and over         </td> <td></td> </tr> <tr> <td colspan="2"><b>Item 15 - TYPE AND SIZE OF ENGINE</b></td> <td></td> </tr> <tr> <td colspan="2">a. Type of engine</td> <td></td> </tr> <tr> <td colspan="2">Mark (X) ONE box that describes the type of engine used in this vehicle.</td> <td></td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 1 Gasoline      <input type="checkbox"/> 2 Diesel      <input type="checkbox"/> 3 LPG or other         </td> <td></td> </tr> <tr> <td colspan="2">b. Size of engine</td> <td></td> </tr> <tr> <td colspan="2">Mark (X) ONE box that describes the number of cylinders in the engine used in this vehicle.</td> <td></td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 1 Four      <input type="checkbox"/> 2 Six      <input type="checkbox"/> 3 Eight      <input type="checkbox"/> 4 Other         </td> <td></td> </tr> <tr> <td colspan="2">c. What is the displacement of the engine in cubic inches?</td> <td></td> </tr> <tr> <td colspan="2">Cubic inches</td> <td></td> </tr> <tr> <td colspan="2">d. What is the horsepower rating of your engine?</td> <td></td> </tr> <tr> <td colspan="2">Horsepower</td> <td></td> </tr> <tr> <td colspan="2"><b>Item 16 - TYPE OF TRANSMISSION</b></td> <td></td> </tr> <tr> <td colspan="2">Mark (X) ONE box that describes the type of transmission used in this vehicle.</td> <td></td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 1 Manual      <input type="checkbox"/> 2 Automatic      <input type="checkbox"/> 3 Semiautomatic         </td> <td></td> </tr> <tr> <td colspan="2"><b>Item 17 - TYPE OF BRAKING SYSTEM</b></td> <td></td> </tr> <tr> <td colspan="2">a. Mark (X) ONE box that describes the type of braking system used in this vehicle</td> <td></td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 1 Hydraulic      <input type="checkbox"/> 2 Air      <input type="checkbox"/> 3 Other         </td> <td></td> </tr> <tr> <td colspan="2">b. Does this system also include the new anti-wheel lock device?</td> <td></td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 1 Yes      <input type="checkbox"/> 2 No         </td> <td></td> </tr> <tr> <td colspan="2"><b>Item 18 - POWER STEERING</b></td> <td></td> </tr> <tr> <td colspan="2">Does this vehicle have power steering?</td> <td></td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 1 Yes      <input type="checkbox"/> 2 No         </td> <td></td> </tr> <tr> <td colspan="2"><b>Item 19 - FUEL CONSERVATION EQUIPMENT</b></td> <td></td> </tr> <tr> <td colspan="2">Does this vehicle have the following equipment?</td> <td></td> </tr> <tr> <td colspan="2">Mark (X) ALL applicable items</td> <td></td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 1 Radial tires      <input type="checkbox"/> 4 Fuel efficient engine (RPM reduction), etc.  <input type="checkbox"/> 2 Drag reduction device (on top of cab)      <input type="checkbox"/> 5 Axle or drive ratio change  <input type="checkbox"/> 3 Variable speed fan (clutch type)         </td> <td></td> </tr> <tr> <td colspan="2"><b>Item 20 - AIR CONDITIONING</b></td> <td></td> </tr> <tr> <td colspan="2">Is this vehicle air conditioned?</td> <td></td> </tr> <tr> <td colspan="2"> <input type="checkbox"/> 1 Yes      <input type="checkbox"/> 2 No         </td> <td></td> </tr> </table>		<b>BODY TYPE</b>	<b>LENGTH OF LOAD SPACE OR CAPACITY</b>	Mark (X) ONE box to describe the type of the truck or combination. If the power unit is a truck-tractor, report body type of the combination most frequently used with the power unit.	Mark (X) ONE box to indicate length of load space or capacity. If two or more trailing units, mark (X) for combined length or capacity.	(a)	(b)	<input type="checkbox"/> 01 Pickup truck 	Length of load space (feet)	<input type="checkbox"/> 02 Panel truck or van 	or Less than 7 feet	<input type="checkbox"/> 03 Multi-stop or walk-in 	02 7 and less than 10	Does this pickup, panel, multi-stop or walk-in truck have 4-wheel drive?		<input type="checkbox"/> 01 Yes <input type="checkbox"/> 02 No		03 10 and less than 13	b. What is the number of axles on vehicle?		04 13 and less than 16	<input type="checkbox"/> 01 Two <input type="checkbox"/> 02 Three		05 16 and less than 20	c. Is this pickup, panel, multi-stop or walk-in truck equipped with a:		06 20 and less than 28	<input type="checkbox"/> 01 Side bin in camper? <b>Mark (X) ONE box</b> <input type="checkbox"/> 02 Pickup shell cover? <input type="checkbox"/> 03 Camper body? <input type="checkbox"/> 04 None of above		07 28 and less than 36			08 36 and less than 41	d. Platform with added devices; such as spreaders, dumpers, lifts, etc.		01 Less than 7 feet	<input type="checkbox"/> 05 Low boy or depressed center <input type="checkbox"/> 06 Other platform - including grain flatbed, high bed, stake <input type="checkbox"/> 07 Cattle rack (hogs, calves, and other livestock) <input type="checkbox"/> 08 Insulated non-refrigerated van <input type="checkbox"/> 09 Insulated refrigerated van <input type="checkbox"/> 10 Furniture van <input type="checkbox"/> 11 Open top van <input type="checkbox"/> 12 All other enclosed vans <input type="checkbox"/> 13 Beverage <input type="checkbox"/> 14 Utility (body equipped for mobile repair and service, e.g., telephone line truck, electric utility, etc.) <input type="checkbox"/> 15 Winch or crane other than wrecker (including roll on, roll off) <input type="checkbox"/> 16 Wrecker <input type="checkbox"/> 17 Pole or logging <input type="checkbox"/> 18 Auto transport <input type="checkbox"/> 19 Boat transport <input type="checkbox"/> 20 Mobile home pullers <input type="checkbox"/> 21 Garbage or refuse hauler <input type="checkbox"/> 31 Front loader <input type="checkbox"/> 32 Rear loader packer <input type="checkbox"/> 33 Roll off		02 7 and less than 10			03 10 and less than 13			04 13 and less than 16			05 16 and less than 20			06 20 and less than 28			07 28 and less than 36			08 36 and less than 41			09 41 and less than 45			10 45 and less than 73			11 73 or more	e. Capacity size (Cubic yds.)		Capacity size (Cubic yds.)	<input type="checkbox"/> 31 Less than 20 <input type="checkbox"/> 32 20 to 25 <input type="checkbox"/> 33 26 and over		31 Less than 20	<input type="checkbox"/> 40 Dump truck or combination		32 20 to 25			33 26 and over	f. Capacity of dump (water level without side boards) (Cubic yards)		Capacity of dump (water level without side boards) (Cubic yards)	<input type="checkbox"/> 41 Under 5 <input type="checkbox"/> 42 5 to 6.9 <input type="checkbox"/> 43 7 to 9.9 <input type="checkbox"/> 44 10 to 11.9 <input type="checkbox"/> 45 12 to 14.9 <input type="checkbox"/> 46 15 to 17.9 <input type="checkbox"/> 47 18 to 19.9 <input type="checkbox"/> 48 20 to 29.9 <input type="checkbox"/> 49 30 or more		41 Under 5			42 5 to 6.9			43 7 to 9.9			44 10 to 11.9			45 12 to 14.9			46 15 to 17.9			47 18 to 19.9			48 20 to 29.9			49 30 or more	g. Liquid capacity of tank (Gallons)		Liquid capacity of tank (Gallons)	<input type="checkbox"/> 50 Tank truck or combination (for liquids)		<input type="checkbox"/> 51 Less than 1,000 <input type="checkbox"/> 52 1,000 to 1,999 <input type="checkbox"/> 53 2,000 to 2,999 <input type="checkbox"/> 54 3,000 to 3,999 <input type="checkbox"/> 55 4,000 to 5,999 <input type="checkbox"/> 56 6,000 to 7,999 <input type="checkbox"/> 57 8,000 to 11,999 <input type="checkbox"/> 58 12,000 or more			51 Less than 1,000			52 1,000 to 1,999			53 2,000 to 2,999			54 3,000 to 3,999			55 4,000 to 5,999			56 6,000 to 7,999			57 8,000 to 11,999			58 12,000 or more	h. Dry bulk capacity (Cubic feet)		Dry bulk capacity (Cubic feet)	<input type="checkbox"/> 60 Tank truck or combination (for dry bulk)		<input type="checkbox"/> 61 Less than 300 <input type="checkbox"/> 62 300 to 599 <input type="checkbox"/> 63 600 to 899 <input type="checkbox"/> 64 900 to 1,199 <input type="checkbox"/> 65 1,200 to 1,499 <input type="checkbox"/> 66 1,500 or more			61 Less than 300			62 300 to 599			63 600 to 899			64 900 to 1,199			65 1,200 to 1,499			66 1,500 or more	i. Capacity of mixer (Cubic yards)		Capacity of mixer (Cubic yards)	<input type="checkbox"/> 70 Concrete mixer <input type="checkbox"/> 71 Front discharger <input type="checkbox"/> 72 Rear discharger		<input type="checkbox"/> 73 Less than 6 <input type="checkbox"/> 74 6 to 6.9 <input type="checkbox"/> 75 7 to 7.9 <input type="checkbox"/> 76 8 to 8.9 <input type="checkbox"/> 77 9 to 9.9 <input type="checkbox"/> 78 10 to 10.9 <input type="checkbox"/> 79 11 to 11.9 <input type="checkbox"/> 80 12 or over			73 Less than 6			74 6 to 6.9			75 7 to 7.9			76 8 to 8.9			77 9 to 9.9			78 10 to 10.9			79 11 to 11.9			80 12 or over	j. Fleet number of vehicle		Fleet number of vehicle	k. Other body types - If the above descriptions do not satisfactorily describe your vehicle, enter identifying body type and size or capacity.		Other body types - If the above descriptions do not satisfactorily describe your vehicle, enter identifying body type and size or capacity.	<b>Item 22 - POWERED AXLES</b>		How many driving (powered) axles does this vehicle have? Report powered tandem axles as two axles.	<input type="checkbox"/> 1 One <input type="checkbox"/> 2 Two <input type="checkbox"/> 3 Three <input type="checkbox"/> 4 Four		SK/P to Item 25	<b>Item 23 - VEHICLE TYPE</b>		Mark (X) ONE box which best describes your vehicle	<input type="checkbox"/> 1 Single unit truck <input type="checkbox"/> 2 Two axle <input type="checkbox"/> 3 Three axle <input type="checkbox"/> 4 Other		Single unit truck	<input type="checkbox"/> 1 Two axle <input type="checkbox"/> 2 Three axle <input type="checkbox"/> 3 Other		SK/P to Item 24	<input type="checkbox"/> 4 Two axle <input type="checkbox"/> 5 Three axle <input type="checkbox"/> 6 Other		Continue with Item 24	<b>Item 24 - AXLE ARRANGEMENT OF TRAILER UNITS</b>		Mark (X) ONE box that illustrates the axle arrangement of the trailer unit most frequently used with the power unit.	<input type="checkbox"/> 1			<input type="checkbox"/> 2			<input type="checkbox"/> 3			<input type="checkbox"/> 4			<input type="checkbox"/> 5			<input type="checkbox"/> 6			<input type="checkbox"/> 7			<input type="checkbox"/> 8			<input type="checkbox"/> 9					Total axles			Total trailing units	b. <b>Item 25 - CAB TYPE</b>		If none of the above applies, please indicate total number of axles and trailing units	<input type="checkbox"/> 1 Cab forward of engine			<input type="checkbox"/> 2 Cab over engine			<input type="checkbox"/> 3 Short hood conventional			<input type="checkbox"/> 4 Medium hood conventional			<input type="checkbox"/> 5 Long hood conventional			<input type="checkbox"/> 6 Other - Describe			c. <b>Item 26 - PERSON TO CONTACT REGARDING THIS REPORT</b>			<input type="checkbox"/> 1 Yes <input type="checkbox"/> 2 No			Remarks			<b>Item 12 - VEHICLE MILES AND MILES PER GALLON</b>		Address (Number and street, city, State, ZIP code)	<b>ANNUAL MILES</b> a. What are the total miles this vehicle was driven during the past 12 months? (If vehicle was idle for the year, enter "None." If owned less than 12 months, estimate probable miles for a year.)		Telephone →	<b>MILES</b> Miles		Area code →	<b>LIFETIME MILES</b> Miles		Number	<b>MILES PER GALLON</b> Miles per gallon		Extension	<b>c. What was the average miles per gallon you received from this vehicle?</b>		Fleet number of vehicle	<b>d. Is the figure entered in 12c above measured or estimated?</b>			<input type="checkbox"/> 1 Measured from records <input type="checkbox"/> 2 Estimated			<b>Item 13 - MAINTENANCE</b>			a. Was major maintenance (nonroutine) performed on the following equipment of this vehicle during the past 12 months?			<input type="checkbox"/> 1 Engine <input type="checkbox"/> 4 Rear axle and differential <input type="checkbox"/> 2 Transmission <input type="checkbox"/> 5 None of the above <input type="checkbox"/> 3 Braking system			b. By whom was this major maintenance performed?			<input type="checkbox"/> 1 Yourself or own repair shop (set up specifically for maintenance)? <input type="checkbox"/> 4 Leasing company? <input type="checkbox"/> 2 Truck dealer? <input type="checkbox"/> 5 Independent garage? <input type="checkbox"/> 3 Factory branch? <input type="checkbox"/> 6 Other - Describe			<b>Section C - PHYSICAL CHARACTERISTICS</b>			<b>Item 14 - GROSS WEIGHT</b>			Mark (X) ONE box that is nearest the maximum gross weight in pounds (empty weight of vehicle plus carried load) at which this truck or combination was operated during the past 12 months. (If straight truck report GVW, if combination, report GCW.)			<input type="checkbox"/> 01 6,000 or less <input type="checkbox"/> 02 6,001 to 10,000 <input type="checkbox"/> 03 10,001 to 14,000 <input type="checkbox"/> 04 14,001 to 16,000 <input type="checkbox"/> 05 16,001 to 19,500 <input type="checkbox"/> 06 19,501 to 26,000 <input type="checkbox"/> 07 26,001 to 33,000			<input type="checkbox"/> 08 33,001 to 40,000 <input type="checkbox"/> 09 40,001 to 50,000 <input type="checkbox"/> 10 50,001 to 60,000 <input type="checkbox"/> 11 60,001 to 80,000 <input type="checkbox"/> 12 80,001 to 100,000 <input type="checkbox"/> 13 100,001 to 130,000 <input type="checkbox"/> 14 130,001 and over			<b>Item 15 - TYPE AND SIZE OF ENGINE</b>			a. Type of engine			Mark (X) ONE box that describes the type of engine used in this vehicle.			<input type="checkbox"/> 1 Gasoline <input type="checkbox"/> 2 Diesel <input type="checkbox"/> 3 LPG or other			b. Size of engine			Mark (X) ONE box that describes the number of cylinders in the engine used in this vehicle.			<input type="checkbox"/> 1 Four <input type="checkbox"/> 2 Six <input type="checkbox"/> 3 Eight <input type="checkbox"/> 4 Other			c. What is the displacement of the engine in cubic inches?			Cubic inches			d. What is the horsepower rating of your engine?			Horsepower			<b>Item 16 - TYPE OF TRANSMISSION</b>			Mark (X) ONE box that describes the type of transmission used in this vehicle.			<input type="checkbox"/> 1 Manual <input type="checkbox"/> 2 Automatic <input type="checkbox"/> 3 Semiautomatic			<b>Item 17 - TYPE OF BRAKING SYSTEM</b>			a. Mark (X) ONE box that describes the type of braking system used in this vehicle			<input type="checkbox"/> 1 Hydraulic <input type="checkbox"/> 2 Air <input type="checkbox"/> 3 Other			b. Does this system also include the new anti-wheel lock device?			<input type="checkbox"/> 1 Yes <input type="checkbox"/> 2 No			<b>Item 18 - POWER STEERING</b>			Does this vehicle have power steering?			<input type="checkbox"/> 1 Yes <input type="checkbox"/> 2 No			<b>Item 19 - FUEL CONSERVATION EQUIPMENT</b>			Does this vehicle have the following equipment?			Mark (X) ALL applicable items			<input type="checkbox"/> 1 Radial tires <input type="checkbox"/> 4 Fuel efficient engine (RPM reduction), etc. <input type="checkbox"/> 2 Drag reduction device (on top of cab) <input type="checkbox"/> 5 Axle or drive ratio change <input type="checkbox"/> 3 Variable speed fan (clutch type)			<b>Item 20 - AIR CONDITIONING</b>			Is this vehicle air conditioned?			<input type="checkbox"/> 1 Yes <input type="checkbox"/> 2 No		
<b>BODY TYPE</b>	<b>LENGTH OF LOAD SPACE OR CAPACITY</b>																																																																																																																																																																																																																																																																																																																																																																																																																																								
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k. Other body types - If the above descriptions do not satisfactorily describe your vehicle, enter identifying body type and size or capacity.		Other body types - If the above descriptions do not satisfactorily describe your vehicle, enter identifying body type and size or capacity.																																																																																																																																																																																																																																																																																																																																																																																																																																							
<b>Item 22 - POWERED AXLES</b>		How many driving (powered) axles does this vehicle have? Report powered tandem axles as two axles.																																																																																																																																																																																																																																																																																																																																																																																																																																							
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<b>Item 23 - VEHICLE TYPE</b>		Mark (X) ONE box which best describes your vehicle																																																																																																																																																																																																																																																																																																																																																																																																																																							
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<b>Item 24 - AXLE ARRANGEMENT OF TRAILER UNITS</b>		Mark (X) ONE box that illustrates the axle arrangement of the trailer unit most frequently used with the power unit.																																																																																																																																																																																																																																																																																																																																																																																																																																							
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b. <b>Item 25 - CAB TYPE</b>		If none of the above applies, please indicate total number of axles and trailing units																																																																																																																																																																																																																																																																																																																																																																																																																																							
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<b>Item 12 - VEHICLE MILES AND MILES PER GALLON</b>		Address (Number and street, city, State, ZIP code)																																																																																																																																																																																																																																																																																																																																																																																																																																							
<b>ANNUAL MILES</b> a. What are the total miles this vehicle was driven during the past 12 months? (If vehicle was idle for the year, enter "None." If owned less than 12 months, estimate probable miles for a year.)		Telephone →																																																																																																																																																																																																																																																																																																																																																																																																																																							
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<b>c. What was the average miles per gallon you received from this vehicle?</b>		Fleet number of vehicle																																																																																																																																																																																																																																																																																																																																																																																																																																							
<b>d. Is the figure entered in 12c above measured or estimated?</b>																																																																																																																																																																																																																																																																																																																																																																																																																																									
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a. Was major maintenance (nonroutine) performed on the following equipment of this vehicle during the past 12 months?																																																																																																																																																																																																																																																																																																																																																																																																																																									
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<b>Item 14 - GROSS WEIGHT</b>																																																																																																																																																																																																																																																																																																																																																																																																																																									
Mark (X) ONE box that is nearest the maximum gross weight in pounds (empty weight of vehicle plus carried load) at which this truck or combination was operated during the past 12 months. (If straight truck report GVW, if combination, report GCW.)																																																																																																																																																																																																																																																																																																																																																																																																																																									
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<b>Item 15 - TYPE AND SIZE OF ENGINE</b>																																																																																																																																																																																																																																																																																																																																																																																																																																									
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d. What is the horsepower rating of your engine?																																																																																																																																																																																																																																																																																																																																																																																																																																									
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## APPENDIX B. Estimating Unpublished Standard Errors

Standard errors are presented in tables 3 through 7 for both row and column totals. The standard error of an individual table cell may be approximated by:

$$SE(X) = SE(M) \sqrt{\frac{X(N-X)}{M(N-M)}}$$

where: N = the total number of trucks in the State  
 M = the total number of trucks in the column (or row)  
 SE(M) = the standard error in the column (or row)  
 X = the number of trucks in the cell

Although either the row or column can be used, it is usually best to use the one with the fewest trucks.

*Example—The total number of trucks in the State is 500.3 thousand. There are an estimated 5.5 thousand agricultural multistops or walk-ins. The column total for "Agriculture" is 110.3 thousand trucks and the estimated standard error is 8.4 thousand. The row total for "Multistop or walk-in" is 27.7 thousand trucks and the estimated standard error is 3.1 thousand.*

Using column figures:

$$SE(5.5) = 8.4 \sqrt{\frac{5.5(500.3-5.5)}{110.3(500.3-110.3)}} = 2.1$$

Using row figures:

$$SE(5.5) = 3.1 \sqrt{\frac{5.5(500.3-5.5)}{27.7(500.3-27.7)}} = 1.4$$

Since the row total of 27.7 thousand is less than the column total of 110.3 thousand, use the row figures and the approximate standard error of 1.4 thousand.

Some exceptions from this procedure will yield improved approximations of the standard error in some cells. Certain rows and columns in the tables are composed predominantly of "large" trucks. Because of the sample design, a cell within a row of large trucks will have a better approximation to the standard error when the row data is used even if the column total is smaller. The same is true for a column of large trucks. Use the smaller of the row or column when both consist of large trucks.

Columns of large trucks:

Table 4—Light-heavy and heavy-heavy.

Table 5—50 to 74,999 miles and 75,000 or more miles.

Table 7—All except single-unit, 2 axles.

Rows of large trucks:

Major Use—Manufacturing and For hire transportation.

Body Type—All except Pickup, Panel truck or van, and Multistop or walk-in.

Annual Miles—50 to 74,999 and 75,000 or more.

Range of Operation—Long range (more than 200 miles).

Gross Weight—All from 16,001 to 19,500 and over.

Lease Characteristics—Leased with driver.

Hazardous Materials Carried—All carrying hazardous materials.

Miles per Gallon—Less than 5 and 5 to 6.9.

Equipment Type, Braking system—Air.

Engine Type and Size

Diesel, LPG and other Engine—

Cubic Inch Displacement, Diesel engines—All.

Truck Type and Axle Arrangement—All except Single-unit trucks: 2 axles.

Cab Type—All.

## APPENDIX C. Estimating Standard Errors for Sums, Differences, Ratios, and Percents

Estimates of differences, sums, ratios, and percents may be derived from the data in this publication. Formulas are known for computing the estimated standard errors for all of these estimates, but the quantities needed to use the formulas are not published. This appendix gives some simple methods of approximating the standard errors of these estimates.

The difference A-B or the sum A+B of two estimates A and B in the same table is usually taken only when the estimates A and B are for cells with no trucks in common; i.e., when A and B do not overlap. The following formulas can be used:

Formula C-1

$$SE(A-B) = K_1 \sqrt{SE^2(A) + SE^2(B)}$$

Formula C-2

$$SE(A+B) = K_2 \sqrt{SE^2(A) + SE^2(B)}$$

A is assumed to be larger than B, and the constant  $K_1$  is obtained from appendix table C-1 and the constant  $K_2$  from appendix table C-2. In both tables, A and B are expressed as percents of the total number of trucks in the State.

**Example—** From a state population of 200,000 trucks, estimate A of the number of pickups is 120,000 (60%) with an estimated standard error of 20,000, and estimate B of the number of panels or vans is 40,000 (20%) with an estimated standard error of 10,000.

Using table C-1, when A is 60% and B is 20%,  $K_1$  is 1.26.

Thus:

$$\begin{aligned} SE(A-B) &= SE(120,000 - 40,000) = SE(80,000) \\ &= 1.26 \sqrt{20,000^2 + 10,000^2} = 28,174 \end{aligned}$$

Using table C-2, when A is 60% and B is 20%,  $K_2$  is .63.

$$\begin{aligned} SE(A+B) &= SE(120,000 + 40,000) = SE(160,000) \\ &= .63 \sqrt{20,000^2 + 10,000^2} = 14,087 \end{aligned}$$

The ratio  $\frac{B}{A}$  of two estimates A and B in the same table is usually taken only when the estimates A and B are for cells with no trucks in common, i.e., when A and B do not overlap. The following formula can be used:

Formula C-3

$$SE\left(\frac{B}{A}\right) = K_3 \sqrt{\frac{SE^2(B)}{A^2} + \frac{B^2 SE^2(A)}{A^4}}$$

The constant  $K_3$  is obtained from table C-3, in which A and B are expressed as percents of the total number of trucks in the State.

Using the previous example, approximate the standard error for  $\frac{40,000}{120,000}$ . In table C-3, when A is 60% and B is 20%,  $K_3$  is 1.20.

Thus:

$$\begin{aligned} SE\left(\frac{B}{A}\right) &= SE\left(\frac{40,000}{120,000}\right) = SE(.33) \\ &= 1.2 \sqrt{\frac{10,000^2}{120,000^2} + \frac{40,000^2 \times 20,000^2}{120,000^4}} = .12 \end{aligned}$$

Switching the two estimates, i.e., letting A equal 40,000 and B equal 120,000, a similar calculation approximates the standard error for  $\frac{120,000}{40,000}$ .

$$\begin{aligned} SE\left(\frac{B}{A}\right) &= SE\left(\frac{120,000}{40,000}\right) = SE(3) \\ &= 1.2 \sqrt{\frac{20,000^2}{40,000^2} + \frac{120,000^2 \times 10,000^2}{40,000^4}} = 1.08 \end{aligned}$$

To express a cell estimate B as a percent of its row or column estimate A, the estimate is  $100 \frac{B}{A}$ , (i.e., B is contained in A). The following formula can be used:

Formula C-4

$$SE\left(100 \frac{B}{A}\right) = 100 K_4 \sqrt{\frac{SE^2(B)}{A^2} + \frac{B^2 SE^2(A)}{A^4}}$$

The constant  $K_4$  is obtained from table C-4, in which A and B are expressed as percents of the total number of trucks in the State.

**Example—** From a State population of 200,000 trucks, the row estimate A for the number of pickups is 120,000 (60%) with an estimated standard error of 20,000. The number of pickups in Agriculture, or B, is 40,000 (20%) with an estimated standard error of 10,000.

In table C-4, when A is 60% and B is 20%,  $K_4$  is .85.

Thus:

$$\begin{aligned} SE\left(100 \frac{B}{A}\right) &= SE\left(100 \frac{40,000}{120,000}\right) = SE(33\%) \\ &= 100(.85) \sqrt{\frac{10,000^2}{120,000^2} + \frac{40,000^2 \times 20,000^2}{120,000^4}} = 4.72\% \end{aligned}$$

To express a cell estimate A as a percent of the total number of trucks in the State N, the estimate is  $100 \frac{A}{N}$  and the approximate standard error is:

$$SE\left(100 \frac{A}{N}\right) = \frac{100}{N} SE(A)$$

*Example—Of the 200,000 total trucks in the State, there are 40,000 pickups in Agriculture with an estimated standard error of 10,000.*

Thus:

$$SE\left(100 \frac{40,000}{200,000}\right) = SE(20\%) = \frac{100}{200,000} \cdot 10,000 = 5\%$$

**Table C-1. Constants K<sub>i</sub> for Use in Formula C-1 for the Difference A-B, A and B Do Not Overlap**

**Table C-2. Constants K<sub>i</sub> for Use in Formula C-2 for the Sum A+B, A and B Do Not Overlap**

**Table C-3. Constants  $K_3$  for Use in Formula C-3 for the Ratio  $\frac{A}{B}$ , A and B Do Not Overlap**

**Table C-4. Constants  $K_4$  for Use in Formula C-4 for the Ratio  $\frac{A}{B}$ , B is Contained in A**

A expressed as a percent of the total number of trucks in the State											B expressed as a percent of the total number of trucks in the State
1	5	10	20	30	40	50	60	70	80	90	95
.82	.91	.96	.98	.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
.60	.81	.89	.92	.95	.97	.98	.99	.99	1.00	1.00	1.00
.62	.77	.85	.89	.93	.95	.97	.99	.99	1.00	1.00	10
.51	.67	.77	.85	.90	.94	.97	.99	1.00	20		
.47	.63	.74	.83	.90	.95	.98	1.00	30			
.44	.62	.74	.85	.93	.97	.99	40				
.44	.63	.77	.89	.95	.99	50					
.47	.67	.85	.92	.98	60						
.51	.77	.88	.98	70							
.62	.81	.96	80								
.60	.91	90									
.82	95										
		99									